THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

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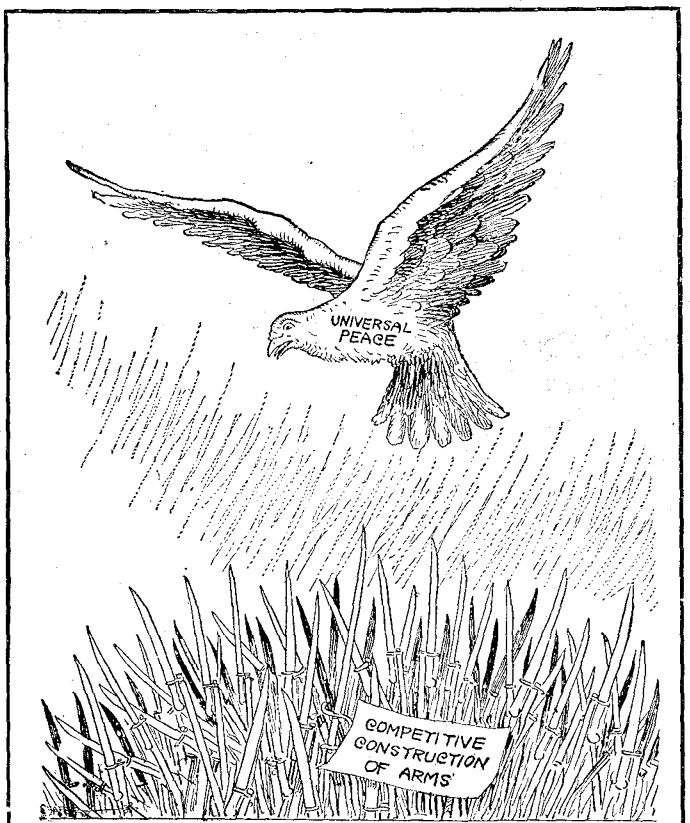
TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THREE JOLTS FOR MARS

THREE VITAL STEPS that go far toward perpetuating the peace of the world were taken between noon and midnight of July 24. Fifteen years, to a day, after Austria's imperious ultimatum to Serbia and its official rejection by the Serbian Government, President Hoover proclaimed the Briand-Kellogg peace pact, renouncing war as an instrument of national policy; Prime Minister MacDonald, of Great Britain, declared his Government's purpose to stop work on two cruisers and to curtail naval construction in other ways; and, as if in response to this generous gesture from across the sea, President Hoover decreed that the building of three United States cruisers, scheduled to begin this fall, should be suspended. To the Washington *News*, "this is the most definite assurance of peace that we have had in a decade." Nor is this all. A few days previously, as Mark Sullivan reminds us in his Washington dispatches, Soviet Russia and China were brought to the point of saying that they would not go to war, but would adhere to the peace pact; and this moral victory was followed by President Hoover's announcement that he would endeavor to bring about a cut in the Army budget, now more than three times what it was in pre-war days. In that direction, he declared, lay the only hope for a reduction in taxes. Recalling, perhaps, that the President's father was a blacksmith, the Washington *Star* remarks:



THE PRESENT LANDING FIELD

—Shafer in the Cincinnati *Times-Star*.

> "Mr. Hoover's announcement of his intention to reduce Army expenses is a stroke while the iron is hot. It follows closely on the heels of the White House announcement of last week which analyzed the mounting expenses of government and the dimming prospects of tax-reduction. The blame for the mounting expenses was laid at the door of the Army and the Navy, greater outlays for public works, and the post-office deficit.
>
> "The acute problem lies in where the trimming process, in the Army, can begin. Great Army outlays now are largely explained by a building program that should be carried through as planned, and on the development of aviation. Our standing Army already represents the minimum. But the President's idea is evidently to have a group of experienced mechanics overhaul the old machine from top to bottom, to discover where money is being spent on methods and equipment that have been rendered obsolete and of doubtful worth by the advancement of scientific warfare. Some of these may be abandoned. Other expenditures may be spread over a longer period.
>
> "In linking directly the possibility of tax-reduction with the possibility of saving money on the Army, the President takes the shortest and surest cut to obtaining that public sentiment upon which he must count for support. A strong sentiment for tax-reduction can be set in motion overnight by merely announcing bright prospects. A sentiment for Army and Navy reduction on the basis of the Briand-Kellogg treaty alone requires longer to crystallize."

Said the President, in part, on July twenty-third:

> "The American people should understand that current expenditure on strictly military activities of the Army and Navy constitutes the largest military budget of any nation in the world to-day, and at a time when there is less real danger of extensive disturbance to peace than at any time in more than half a century.
>
> "The hope of tax-reduction lies, in large degree, in our ability to economize on the military and naval expenditure and still maintain adequate defense. Our whole situation is certainly modified by the Kellogg pact.
>
> "We hope to save materially on naval expenditures by international agreement on naval arms. In the matter of Army outlay, I am in agreement with the Secretary of War to set up within the General Staff a commission of leading Army officers to reconsider our whole Army program."

Within twenty-four hours came the British Prime Minister's announcement in the House of Commons that Great Britain would abandon the construction of two cruisers and other ships and equipment; that his Government would make an agreement with the United States for naval parity and limitation, and that he himself would visit this country, probably in October, for that very purpose. Said Mr. MacDonald, according to an Associated Press dispatch from London:

> "By happy coincidence, our assumption of office corresponded in time with the arrival in this country of the new American

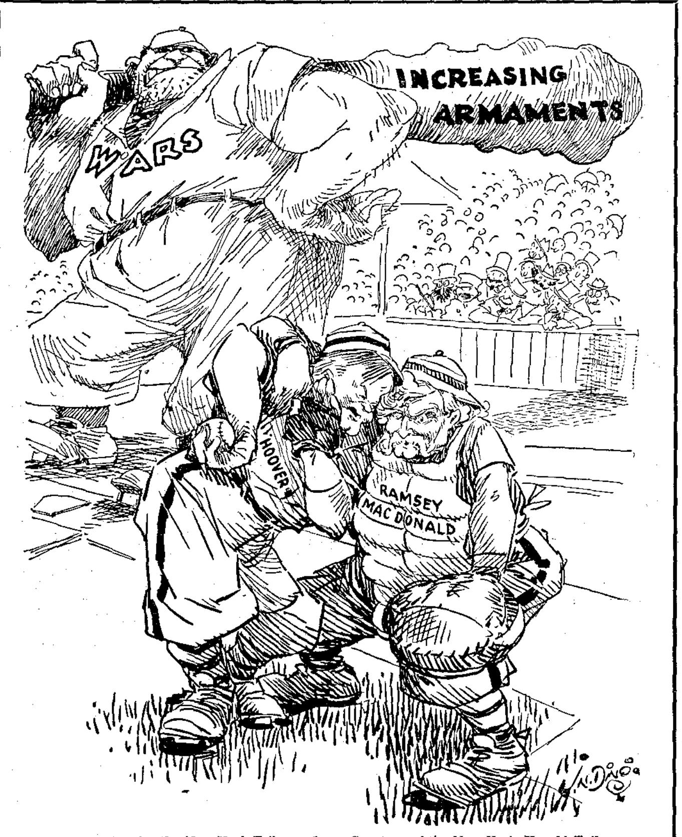
Ambassador, General Dawes, who came to this country charged by the President of the United States with a mission to prepare the ground for an international agreement for reduction and limitation of naval armaments.

"Already the whole field of these differences with the United States has been surveyed, and the two governments have made a fresh start in their solution.

"We have agreed upon the principle of parity. We have agreed that without in any way departing from the conditions of parity, a measure of elasticity can be allowed so as to meet the requirements of the two nations.

"We have determined that we shall not allow technical points to override great public issues involved."

In the United States, this is interpreted to mean that the British Prime Minister and President Hoover have the will to agree upon what the latter has sometimes called a "yard-stick." As Mark Sullivan puts it in one of his dispatches to the New York *Herald Tribune:* "It means that Great Britain and this country will come to an agreement upon parity of naval armament, accompanied by reduction of armament now existing or planned, and by fixt limitation in the future."



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THE NEW BATTERY GETTING TOGETHER ON ITS SIGNALS

—Darling in the New York *Herald Tribune.*

While the MacDonald announcement was being made in London, war was being formally outlawed at a White House ceremony, attended by the representatives of forty-two nations, at which President Hoover promulgated the Briand-Kellogg pact. The effect which this pact will have has already been exhaustively argued. Yet, we are reminded by a *Herald Tribune* editorial, "in the only test which has arisen under its terms—the conflict between Russia and China—the existence of this treaty was clearly a working influence."

Within four hours of the time when Mr. Hoover had read his formal speech proclaiming the peace pact, and had learned of Mr. MacDonald's contribution to the world disarmament program, the President issued the following pronouncement:

"I have read with real satisfaction of the statement which the Prime Minister has made in the House of Commons. The American people are greatly complimented by his proposed visit, and he will find a universal welcome.

"Mr. MacDonald's statement marks a new departure in discussion of naval disarmament. The Prime Minister introduces the principle of parity, which we have now adopted, and its consummation means that Great Britain and the United States henceforth are not to compete in armament as potential opponents, but to cooperate as friends in the reduction of it.

"Mr. MacDonald has indicated the good-will and positive intention of the British Government by suspension of construction of certain portions of this year's British naval program. It is the desire of the United States to show equal good-will in our approach to the problem.

"We have three cruisers in this year's construction program which have been undertaken in the government navy yards, the detailed drawings for which are now in course of preparation. The actual keels would, in the ordinary course, be laid down some time this fall.

"We do not wish, however, to have any misunderstanding of our actions, and therefore we shall not lay these keels until there has been an opportunity for full consideration of their effect upon the final agreement for parity, which we expect to reach."

The three cruisers affected, say Washington dispatches, are part of the fifteen ships included in the "cruiser bill" passed by the last Congress. Under a provision in the bill, the President may suspend work upon them, should he consider it desirable. They were to have been built at the New York, Philadelphia, and Puget Sound navy yards. Two other cruisers, for which contracts were awarded to private ship-building companies, will be constructed, since the President does not have the power to suspend operations. Construction of the ten other cruisers of the fifteen-cruiser program, says a Washington dispatch to the New York *Times*, which are to be laid down in the next two years, may be held up by Congress if the negotiations between this country and Great Britain progress favorably. "The line upon which the two governments are now proceeding," observes the New York *World*, "is based upon reciprocal confidence. It is the only line upon which two Powers as great as Britain and America can put an end to all rivalry in armaments."

On the other hand, Representative Fred A. Britten, of Illinois, Chairman of the House Naval Affairs Committee, is of the opinion that the United States should go on building cruisers, and that Great Britain should cease until the two nations reach parity. According to Congressman Britten:

"If President Hoover's action is taken literally, it will mean stoppage of cruisers in 1929 to the disadvantage of the United States to the same degree that the United States suffered in 1922, when we scrapped several hundred million dollars' worth of war-ships and made Britain's predominance of the seas secure.

"It would be a very simple and very advantageous matter for England to scrap two cruisers, which have never existed even on paper, in exchange for three American cruisers already under construction in government navy yards.

"The United States in the past three years has made several attempts to gain cruiser equality with Great Britain, but in each instance we have failed because the United States representatives refused to agree to build for our country the type of cruiser best adapted to British uses.

"If Ramsay MacDonald really wants equality, let him tell the world that Great Britain, from now on, will stop building cruisers; and if President Hoover wants equality, the surest way to get it is to keep on building cruisers."

As for President Hoover's plan to pare down Army expenditures, the New York *Journal of Commerce* has this to say:

"In some respects, economy has already been carried to the point where Army efficiency has suffered and waste has been the result. On the other hand, the elimination of obsolete services may lead to economies which do not place a burden upon enlisted men and officers.

"If it is discovered that economies in our defense outlays can be effected, so much the better. If the chief result is to call a halt to the rate of expansion, the results will not be so apparent to the taxpayer, but they will aid the cause of world peace, to which President Hoover has announced his desire to contribute by deeds as well as words."

"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

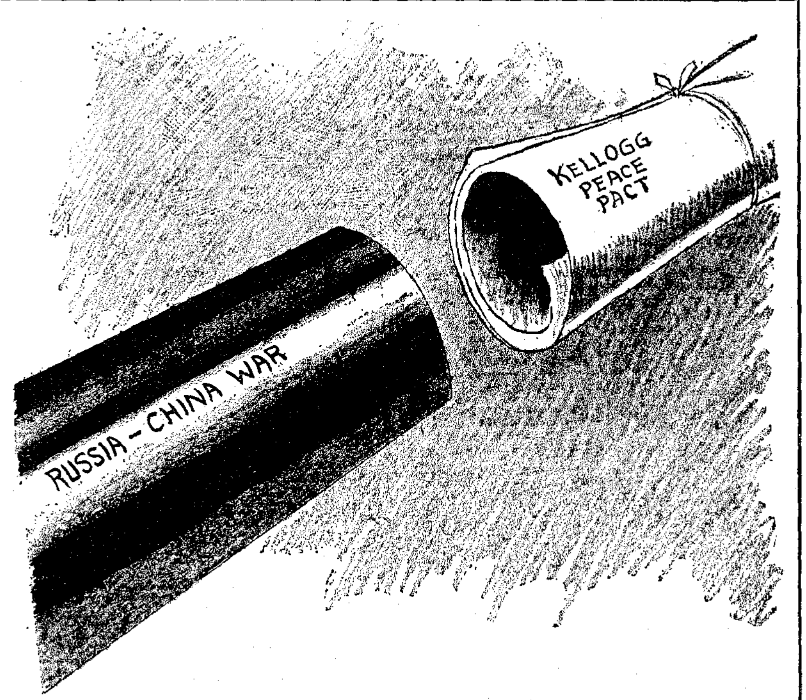
1. What recent celebrities dubbed themselves "a couple of tough hombres"? (p. 41).
2. Is there any prospect of a movie-actors' strike? (p. 20).
3. Does our education of the Indians do them any permanent good? (p. 23).
4. What nation owns the longest and fastest passenger-ship in the world? (p. 11).
5. Who is said to be China's man of real power? (p. 16).
6. When and by whom was the endurance-flight record raised from 21 seconds to 3 minutes, 39 seconds? (p. 48).
7. Who wrote the "Hymn of Hate"? (p. 21).
8. Was the United States ever represented at the Vatican? (p. 24).
9. Who is Japan's only hobo? (p. 50).
10. Do German university students favor the republic or a monarchy? (p. 22).
11. What British royal personage wears a soft collar with his dinner jacket? (p. 17).
12. Who was the radical leader in American painting? (p. 19).
13. Name the oldest active circus family in America. (p. 52).
14. Can the farmer become rich from what he now throws away? (p. 29).
15. Does the confessional have any appeal for Protestant preachers? (p. 25).
16. Why has the price of wheat gone up? (p. 12).
17. What is the best way to fight a fire in a lumber-yard? (p. 30).
18. Can science do anything for souls? (p. 25).
19. What is a "rosin back"? (p. 54).
20. In what European country is there a Men's Dress Reform Party? (p. 17).
21. Will strawberries ripen faster in a cellar than in the sunshine? (p. 30).
22. How many hands are crusht by printing-presses every year? (p. 35).
23. How can you read character from the eye? (p. 36).
24. Did human evolution come head first, or feet first? (p. 36).
25. Is it a Christian duty to "crucify the old man"? (p. 24).

CHAINING THE DOGS OF WAR IN THE FAR EAST

THE ENTRENCHED ARMIES of Russian and Chinese at Manchouli may stage a battle before this reaches the reader's eye, bandit bands and "white" emigrés may fly at each other's throats along the winding Amur; news of bloody encounters at places with unpronounceable names on the Manchurian frontier may come any day. And yet, when all is said and done, editors throughout this country and press correspondents all over the world seem convinced that the Russo-Chinese crisis is now likely to pass without actual serious war. Naturally, the grounds of dispute remain, and outbursts of popular feeling may upset the most pacific intentions of governments; nevertheless confidence grows that the war-cloud in the Far East is breaking rather than darkening. The change in the tone of the dispatches from Far Eastern capitals, from pessimism to optimism, came strikingly enough on the very eve of the formal proclamation of the effectiveness of the Kellogg peace pact, and it was indicated by the peaceful assurances from both Russia and China after those countries had been reminded by Secretary Stimson of their adherence to the multilateral pact renouncing war. At the same time came the report that representatives of Russia and China were actually holding conferences, in a Manchurian city.

The fact that Russia and China did not immediately resort to force in their differences, despite the rupture of diplomatic relations, is attributable, says Foreign Minister Shidehara of Japan, to the power of the Kellogg treaties. And here many of our papers agree. On the very eve of its proclamation, the treaty emerged "from the shadowland of theory" to become, in the words of the New Haven *Journal-Courier*, "a tangible and forceful influence in world politics."

But if this crisis does not result in war, it will be, so the Chicago *Tribune* insists, "because of precisely the forces which would be brought to bear if there were no Kellogg treaty, and no League of Nations, and no League Court—by the pressure of nations interested to compel peace and able to compel it by force of arms." And it is suggested by several editors that despite the belligerent outbursts from Moscow and from Nanking, neither nation really wanted to fight. Neither Russia nor China, it is pointed out, is economically or financially ready for war. Why, then, did they start the fuss," it might be asked. The Louisville *Herald-Post* suggests that the new Chinese Government wanted to impress its people "with a sense of their new-found nationalism," while Russia was glad to "find in outside trouble something to take the mind of its people off a domestic situation exprest in terms of exile for former leaders of the Trotzky pattern, and the bread-lines in Moscow." And *The Courier-Journal* in the same Kentucky city observes: "Mediation that would recognize the sovereign status of both governments would tickle their pride." The Chinese of to-day—and the Russians, too—Karl H. von Wiegand, just back from China, writes in the New York *American*, know how to profit by that ancient Chinese maxim of strategy, "the supreme art of war is to win without fighting." On which point the Baltimore *Sun* thus comments:



FACE TO FACE

—Brady in the Brooklyn *Eagle*.

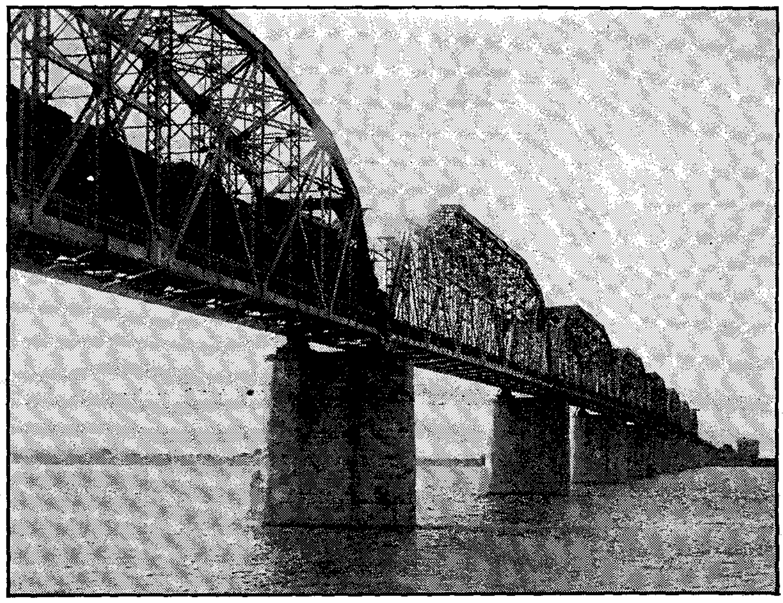
"Through logical and peaceful, pressure, Nationalist China has achieved much. She has brought the United States

England, Norway, Italy, Belgium, Spain, Denmark, Holland, Sweden, France, and Portugal to agree to Chinese tariff autonomy,' and now fixes her own import duties. Agreements to arrange for the abandonment of extraterritorial rights have been signed by Italy, Belgium, Spain, Portugal, Denmark, and Luxembourg. These countries are willing to surrender extraterritoriality at the end of this year, provided the United States, England, and France, whose treaties do not expire for several years, will do likewise. Russia, Germany, Austria, and Hungary lost their extraterritorial rights as a result of the war, and have made no effort to recover them. Countries created since the war, like Poland and Jugoslavia, have been unable to obtain such rights. The foreigner still controls the international settlements of Shanghai and Peiping, but there is now a Chinese member of the governing board for the Shanghai settlement.

"To consolidate these victories and extend them, China will find a practical advantage in avoiding offense to the 'reasoned opinion of mankind.'"

As far as the dispute between China and Russia goes, the American press for the most part incline to sympathize with the Chinese Government, tho without indorsing the legality of its course in Manchuria. But *The Nation* (New York) makes this interesting observation:

"Japan has a whole Army in Manchuria and a railroad of her own, which was taken from China by force and is held by force; most of the Powers have extraterritorial rights; Great Britain and France have concessions and Navies; and even the United States has troops on the Peking-Tientsin railway line. Since Russia has had no troops, concessions, or extraterritorial rights in China, the Chinese seizure of a jointly controlled commercial railway, which was already policed by Chinese troops, is suggestive of the Biblical phrase about straining at a gnat and swallowing a camel."



Courtesy of the South Manchurian Railway Company

A GLIMPSE OF THE RAILWAY THAT CAUSED THE ROW

Chinese Eastern Railway bridge over Sungari River.

The Communist *Daily Worker* (New York) argues hotly that the Chinese move is simply part of a world capitalist campaign against the proletarian government at Moscow:

"The government of Chiang Kai-shek, that exists as the executioner of the Chinese people at the behest of foreign imperialist Powers, continues to maintain its insolent attitude toward the Soviet Union.

"Let no one be so politically stupid as to believe that the question of the Chinese Eastern Railroad is really the issue. That is only the excuse of a well-planned imperialist drive against the Soviet Power. The seizure of the railroad was determined upon by the imperialists as the most advantageous point from which to launch the long-prepared war against the Soviet Union.

"The military strategy involved in the Manchurian attack is obvious. The first attack was to be that of White Guard exiles and Chinese mercenaries on the Manchurian border. The imperialist military strategists hoped that the outbreak of war at that Siberian outpost would withdraw such numbers of the Red Army from other points in the Soviet Union that it would be possible for the Fascist Poles, the White Guard Finns, the Baltic States, and Roumania to throw their armies over the Western borders. It was an old military trick that has been in vogue since long before the invention of gunpowder."

However the present crisis is resolved, no one, concludes the Springfield *Republican*, can fail to see that a new China has revealed itself. European business men familiar with the Far East are convinced, according to a Paris dispatch to the New York *Times*, "that the aggressive attitude of the Chinese Government is due to its desire to be master of its own house." "China, with her awakening national consciousness, views with growing annoyance" the grip attained on fertile Manchuria "during the years when she was only a sleeping giant," writes John Elliott from Berlin to the New York *Herald Tribune*. The origin of Russian control of the Chinese Eastern Railway which was seized by the Chinese the other day offers, he continues, "an outstanding instance of war-grabbing by European Powers in helpless China."

The theory behind the new Chinese Nationalist policy runs as follows, so it seems to the New York *World:*

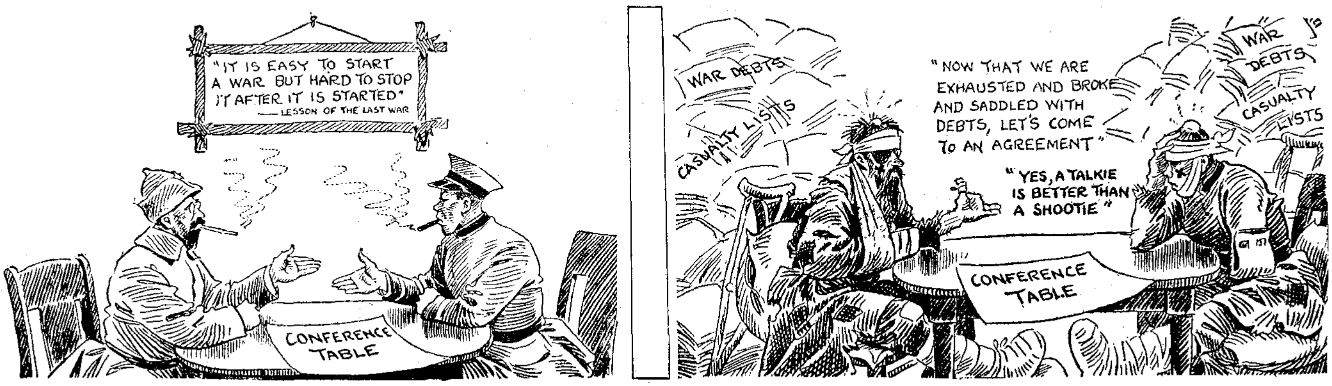
"Foreign holdings in China, such as Russia's domination of the Chinese Eastern Railway, constitute a disruptive force which destroys all efforts to weld China into a united nation and all efforts to give it a stable, democratic government. These foreign holdings were admittedly acquired by high-handed imperialism on the part of the Western Powers; they are the product of sheer force; they are retained by force; and the legal titles to them are at least in grave dispute, if not actually worthless. Meantime, while China has argued the case for revision of existing treaties time and again at various international conferences, the foreign Powers have stedfastly refused to budge from their position, and have continued to act in China as if that country were a colonial possession instead of the sovereign and coequal nation which they profess to recognize. Finally, since the Powers will not budge, and since Chinese Nationalism is now strong enough seriously to attempt to weld a modern nation, the time has plainly come when China must take matters into her own hands and cut red tape with force.

"Fortunately, China's bid for power as a sovereign nation need not necessarily result in war, or in a series of wars, if there is any common sense in the world. Nor need the pact of Paris serve as an instrument of oppression by being invoked to uphold an unjust *status quo*. The rights which are at issue between China and Russia—and potentially between China and other Powers—are property rights; for property rights, if the world wants peace, it is always possible to find a fair settlement and just compensation."

The multiplying indications that the Chino-Russian differences will be arbitrated lends special interest, so the New York *Times* thinks, "to the terms of the treaty which the Chinese assert that the Russians violated by Communist propaganda in Manchuria and elsewhere in China":

"The Russians insist that the Chinese broke the treaty in an even more arbitrary manner by summarily ejecting the Russian members of the staff of the Chinese Eastern Railway and seizing that line. These conflicting claims suggest that the treaty leaves something to be desired in clarity of expression.

"This is so, and is doubtless due in part to the complicated nature of the entire problem. The Chinese Eastern Railway was built by the Russians under a treaty agreement signed in 1896. In 1920 the Soviet authorities made the gesture of renouncing Russia's claims to the railroad. By 1923, however, it became clear to them that the railroad was indispensable in order to link Siberia with the port of Vladivostok on the Pacific. They then began negotiations to recover control of the road. All that the Chinese were willing to concede was a form of joint ownership


"IT IS EASY TO START A WAR BUT HARD TO STOP IT AFTER IT IS STARTED"
—LESSON OF THE LAST WAR
CONFERENCE TABLE
WAR DEBTS
CASUALTY LISTS
"NOW THAT WE ARE EXHAUSTED AND BROKE AND SADDLED WITH DEBTS, LET'S COME TO AN AGREEMENT"
"YES, A TALKIE IS BETTER THAN A SHOOTIE"
WAR DEBTS
CASUALTY LISTS
CONFERENCE TABLE

Copyright, 1929, by the Chicago *Tribune*

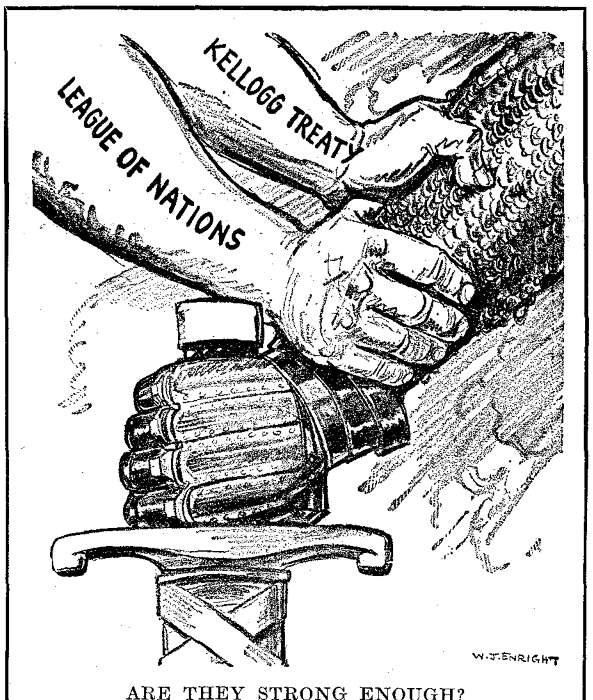
THE CHINA-RUSSIA ROW

Why not settle the difference by Peace Conference now— —Instead of later?

and operation. The Russians also negotiated an agreement with the Manchurian war-lord, Chang Tso-lin, following closely the other document. Under these agreements it was stipulated that the future of the Chinese Eastern Railway should be decided 'by China and the Union of Soviet Socialist Republics to the exclusion of any third party or parties.' Russia undertook to settle the question of outstanding obligations of the railway company. She also agreed to refrain from propagandist activities. It was furthermore stipulated that China had the right to redeem the Chinese Eastern Railway, and the provision expressly stated that 'at the time of redemption, the two contracting parties shall determine what the Chinese Eastern Railway actually cost, and it shall be redeemed with Chinese capital at a fair price.' Operation, in the meantime, was to be shared by the two governments, there being a Chinese official for every Russian, and vice versa.

"So far China has made no move to redeem the Chinese Eastern, just as she has failed to pay the sums due on the Shantung Railway, and is in default, not only on the bonds of other Chinese railways built by foreign capital, but on railway supplies furnished to some of the railways by American and other manufacturers. But if she chooses to honor the treaty at the same time that she seeks to perpetuate control of the railway as the result of forcible seizure, she may presumably do so, provided she can agree with Russia as to a 'fair price,' and provided she is willing and able to pay for the redemption of the line.

"If, on the other hand, she decides to scrap the treaty, another will be added to the list of engagements, entered into voluntarily with foreign Powers, which China has decided to modify or abrogate because it suits her convenience. Not even the most enthusiastic of the supporters of China's campaign to end the so-called 'unequal' treaties has yet pretended that this agreement, signed with Russia at a time when the relations with that country were peculiarly intimate and friendly, was obtained under duress."



ARE THEY STRONG ENOUGH?

—Enright in the New York *World.*

While the present war-clouds may blow over, the New York *World* can not help reflecting that "Manchuria is one of the two or three chief spots on this planet where great wars originate; Manchuria is to the Far East what the Balkans are to Europe." Manchuria, the St. Louis *Globe-Democrat* reminds us, spreads over 380,000 square miles, "a territory almost equal to the whole of the United States from the Mississippi to the Atlantic and from the Ohio River and Mason's and Dixon's line northward to Canada." It is a rich land, the Atlanta *Journal* recalls, whose mineral wealth alone would make it a land of promise. There are iron and coal and hopes of gold. Timber is bountiful, with six billion trees in the Manchurian forests, about one-third as much as in the whole United States. Wild game abounds, and thousands of fertile acres await the coming of the farmer.

And into this land the Chinese, so the Chicago *Tribune* is one of many to tell us, "are pouring rapidly and fixing its destinies beyond the reach of imperial designs and international conspiracies." Thus behind the Russo-Chinese crisis the Portland *Oregonian* sees "not only the fully awakened national spirit of China, but the northward migration of the Chinese people":

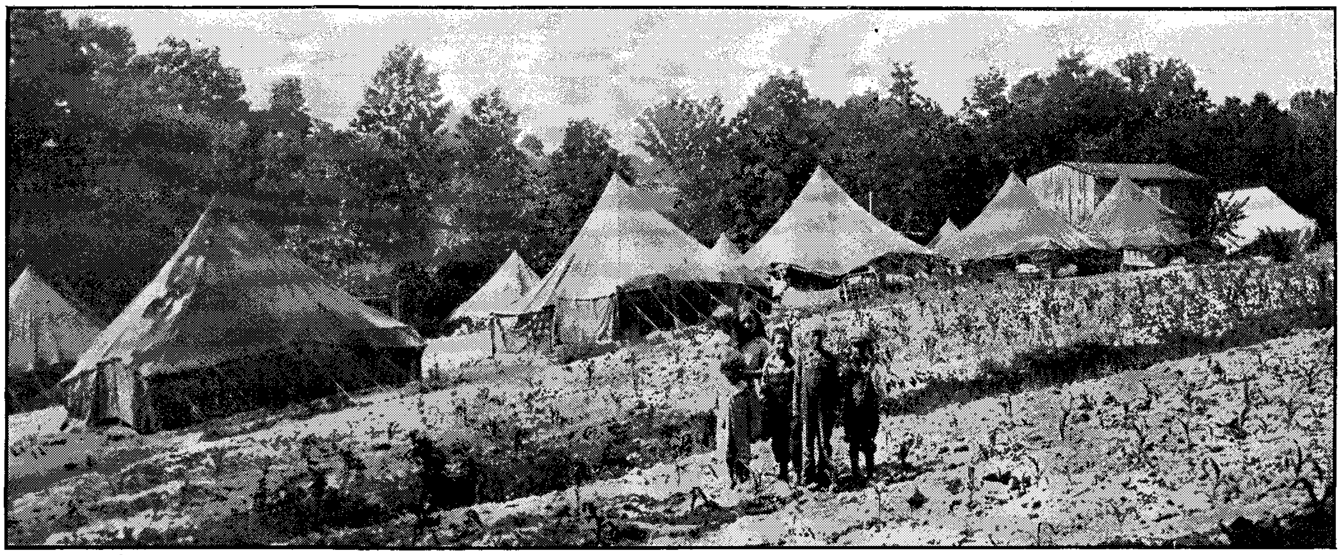
"For several years the Russians have seen Chinese migrating from central China to Manchuria at the rate of a million a year. They fear that this flood may overflow the vast, rich, sparsely populated territory of Siberia. Flood, famine, and pestilence have slain millions in one after another of the central Provinces, and the survivors flee to new lands. Russia uses outer Mongolia as a barrier, and seeks to hold the gateway from Manchuria."

Japan's position in Manchuria is also discust by the New York *World:*

"Manchuria means three things to Japan—a source of raw materials, a market for finished goods, and a front line of defense against military aggression from the continent of Asia. There was a day when Japanese statesmen thought that Manchuria might also mean relief for Japan from the pressure of overpopulation. That day is gone. There are only about 190,000 Japanese in Manchuria to-day after years of efforts to encourage emigration. There are, on the other hand, some 25,000,000 Chinese. In the long run there can be no doubt which nation will dominate in Manchuria.

"Japan's position is complicated by the fact that she holds two concessions in Manchuria of great value. One is her control (on a ninety-nine-year lease) of several hundred square miles of territory around the only important port in Manchuria, Dairen, which Japan took over from Russia as the fruits of victory in the war of 1904-5. The other is the South Manchuria Railway, acquired from Russia as a prize of war, and also held by Japan (as a result of the famous Twenty-One Demands) on a lease for ninety-nine years.

"At bottom the problem has been whether to expand or retract the imperialism of earlier years in a province in which Japanese nationals are outnumbered by Chinese more than 125 to 1."



P. & A. photograph

PART OF A TENT COLONY OF COTTON-MILL STRIKERS AT GASTONIA, NORTH CAROLINA

UNION LABOR'S DRIVE IN THE SOUTH

"TO TEACH US AGAIN!" resentfully exclaims the Columbia *Record* of South Carolina over the news that a Committee of One Thousand to "Americanize conditions in the textile industry" in the South is being organized to back up the campaign of the American Federation of Labor to unionize 300,000 textile workers in 100 of the biggest mills in South Carolina, North Carolina, Georgia, Tennessee, and Alabama. "First and last the 'superiority complex' is bad," declares *The Record*, and the Asheville *Citizen* of North Carolina considers the launching of the movement "very unpromising," since it is "from the North, to bring pressure on the South; and the whole record of Southern history is one of resistance to external pressure from the North." *The Southern Textile Bulletin*, a manufacturers' journal, quotes Senator Cole L. Blease's assertion that there "is no place in South Carolina for the Northern organizers," bitterly attacks President Thomas F. McMahon of the United Textile Workers, "and his gang of parasites," and insists that "South Carolinians, from Governor to plow-boy or doffer in the mill, have pride and believe that South Carolinians are capable of handling the affairs in South Carolina."

On the other hand, "the American Federation of Labor is not going to turn back, even tho the governors of the Southern States, the chambers of commerce and the churches close their eyes to the situation. The A. F. of L. has planted its flag there, and there it is going to stay, no matter what the price that we must pay may be and no matter who pays it," according to President Green's official representative at the organization meeting of the National Committee of One Thousand. The conference which launched the drive to back the Federation campaign, press reports point out, was held on the estate of Mrs. Daniel O'Day, who is vice-chairman of the New York State Democratic Committee, but is also a native of Savannah, Georgia, and who accepted temporary chairmanship of the Committee, "to be composed of representatives of labor, civic, and church organizations, as well as prominent individuals."

Thus the spreading lines of an industrial conflict compel press discussion already overheated by a series of strikes in the Southern textile mills, by "kidnaping" of labor organizers, by calling out the National Guard, by various degrees of violence, and by strike-relief activities. Fifteen jailed laborites are being brought to trial for the killing of the chief of police at Gastonia, North Carolina, where the National Textile Union, a Communist organization, has field headquarters. Incidentally the fight between this Communist union and the United Textile Workers' Union of the A. F. of L. to organize Southern labor is a bitter one. Many Southern papers have anathematized the whole range of labor agitation as an invasion of the Communists. At the recent Governors' conference in Connecticut, Governor Richards of South Carolina declared to interviewers, "we people in South Carolina do not want any Communists in our midst," while expressing agreement with Governor Gardner of North Carolina, who is quoted as saying he would "neither hinder nor help the American Federation of Labor in its attempt to unionize the Southern textile workers." The Charlotte *Observer* is one of the papers which now remarks that "if Southern labor is to be organized, it is to be infinitely preferred that this organization should be accomplished by the acknowledgedly long-time enemy of Communism, which is the American Federation of Labor, the particular object of hatred by the Communist organization." *The Observer* concludes:

> "There is room for improvement at some mills, but if the conditions complained of should be brought up to the standard of the majority of Southern textile plants, the organizers would find their occupation gone."

Most of the twenty or more textile strikes since March and April in the Southern States appear to have been settled by compromise or lost by employees. At Ware Shoals, South Carolina, the labor organizers were "escorted out of town" by a deputy sheriff and his constables, and one of them, Mr. George L. Googe, a vice-president of the Georgia Federation of Labor, reported 250 families without food, "a situation bound to be repeated in other counties unless we can arouse public interest and obtain a reasonable adjustment. At least 100 of the biggest mills are ready for organization. All that we need is relief for the workers when they strike. If we could only feed them they would stick." The A. F. of L. will conduct mass meetings in various parts of the country to arouse interest and raise funds to support organization work. President Green, in *The American Federationist*, considers it "a most convincing demonstration of the virility of trade unions to see the workers in this newest industrial section turn with faith and confidence to the labor movement." Edward F. McGrady, legislative representative of the Federation, sets a keynote of campaigning by such statements as these:

> "Hundreds of thousands of textile workers in the Southern States are living under conditions akin to feudalism—a blot upon American civilization. The average wage in the mills is not above $12, while scores of thousands of workers do not earn more than $8.60 a week. The 'stretch-out system' and long hours make working conditions impossible, while the dependence

of the workers upon the companies for housing and the right to work have reduced them to the level of peons. The ministers of the Church have become bootlickers of privilege. There is utter disregard for the law by those elected and appointed to uphold the law. Civil liberty is dead in the South, and if it is to be awakened, if the conscience of the South is to be awakened, it is up to us to do it."

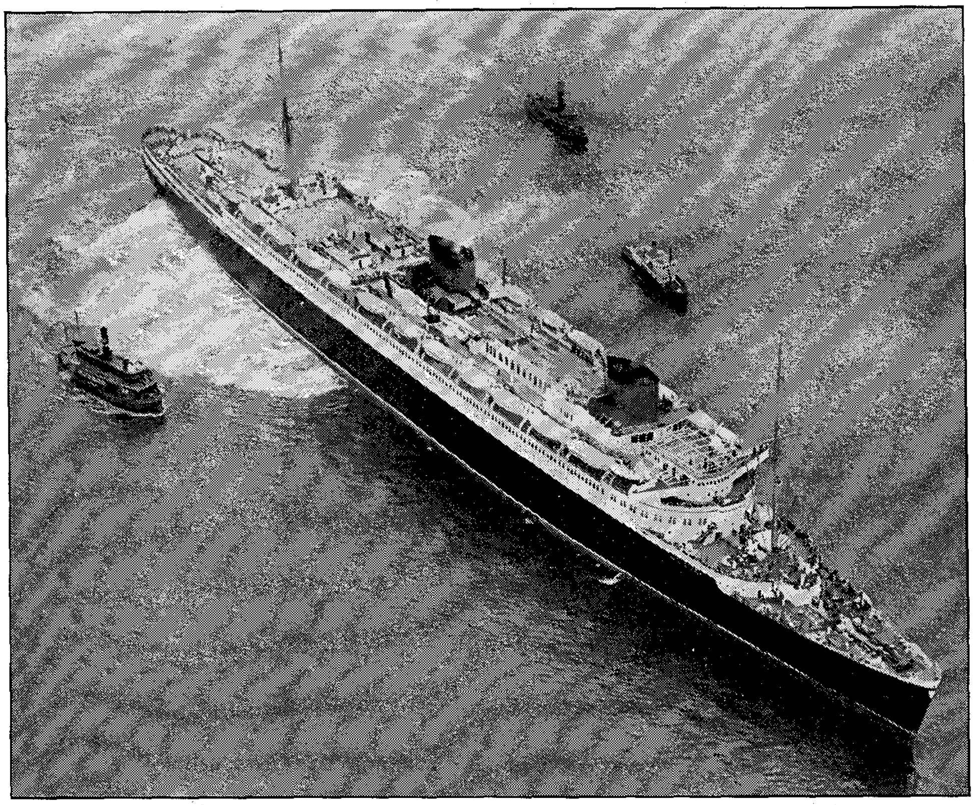
The leading objectives of the campaign, according to President McMahon, of the United Textile Workers, are: abolition of night work for women; increase and stabilization of wages; limitation of working hours to 48 in the week, and negotiation of collective agreements. Campaign headquarters have been opened at Charlotte, North Carolina, and an "educational center" for workers has been established at Elizabethton, where two important strikes were settled more or less satisfactorily.

Turning to papers in other textile centers we find the Philadelphia *Record* approving the "National Drive Against Southern Textile 'Peonage,'" the Providence *News* indorsing the Committee's campaign "To End Industrial Slavery," and *The American Wool and Cotton Reporter*, an important trade journal published in Boston, warning that "if the Southern mills ever lose their labor advantage, they have lost their greatest asset."

Opposition to trade-unionism has been strongly intrenched and outspoken by employers, politicians, leading citizens and the press in general throughout the Southern textile States during their rapid industrial progress. While it is time for the textile manufacturers to see more than one side of the issues raised by the Federation, in the opinion of the Charleston *News and Courier*, that journal reminds us at length of the differences of labor conditions South and North, especially the surplus of poorly conditioned farm laborers craving better mill jobs:

> "The wages of a farm laborer in this part of the South are less than half those of the laborer in the mill, and the mill provides employment for the women of the family which the farm can not offer. The comforts, luxuries, and pleasures in the cottage of the mill village are incomparably greater than those of the poorer farmers. These are facts, and they are not touched by discussion of mill conditions.
>
> "To *The News and Courier* it seems that the task of lifting the wages and living conditions of 175,000 laborers surrounded by hundreds of thousands of other persons whose wages and standards are much lower must be a slow process, even with the assistance of the American Federation of Labor. Heaven knows we wish it were otherwise. Fortunately, cotton manufacturing in the South grew up as a white man's industry, it is racially segregated and established, but for that its plight would be worse. Yet the mill workers are still in competition with the negro laborers; the negroes are still expelling white farmers from the lands. That is the crux of the matter.
>
> "Of all the victims of American fiscal policies, the Southern farmers suffer most, and the greater number of these farmers are the Southern black people.
>
> "The North having emancipated the negroes from 'human slavery,' instantly reduced them to tariff serfdom. There they are to-day, dragging down the poor whites with them."

GERMANY'S NEW "QUEEN OF THE SEAS"



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"ANOTHER PROOF THAT GERMANY HAS 'COME BACK'"

The liner *Bremen*, of the North German Lloyd, as she came up New York Bay, surrounded by sea-going tugs, that look, from the air, like so many water-bugs on a mill-pond. The *Bremen* is the fastest passenger vessel in the world, is 938 feet long, 98 feet in breadth, has accommodations for 2,200 passengers, and carries a crew of 950. She is an oil-burner, and is driven by powerful steam turbines. Her twenty-four life-boats, equipped with sturdy motors, accommodate 145 persons each. A mail-plane is carried on the upper deck, and launched by a compress-air catapult.

THE ACTIVE BEGINNING of a "speed war" among the North Atlantic steamship companies is seen by the New York *Telegram* in the record-breaking voyage of the North German Lloyd liner *Bremen*. This new queen of the seas, with new engines, untested on a long ocean run, sliced eight hours and fifty-two minutes from the *Mauretania's* twenty-two-year-old transatlantic record. To the New York *Times*, "the *Bremen*, a torch-bearer of progress, is another proof that Germany has 'come back.'" It was only eleven years ago, we are reminded, that Germany was beaten in the greatest war of all time. As a result of that war, recalls the New Haven *Register*, the North German Lloyd lost its entire passenger-carrying fleet; "to-day it is the proud possessor of the longest, fastest, and finest passenger liner in the world." The vessel's arrival in the United States, after a voyage of 4 days, 17 hours, and 42 minutes, declares the Albany *News*, "is an event of international importance," and the *Bremen's* cordial reception in New York harbor, we are assured, "is evidence of a return of good feeling between Germany and the United States." In the opinion of the Boston *Herald:*

> "The *Bremen* has done far more than clip nine hours from the record held by the *Mauretania*. Important as the voyage is as a maritime performance, it is much more significant as a sign of the progress which Germany has made since the war. The ship may be regarded as a symbol that Germany is rapidly becoming the old Germany—thrifty, aspiring, substantial, industrious.
>
> "The coming of the *Bremen* is the strongest reminder to date of the comeback of Germany. The years immediately following the war were a critical period of political strife, food shortage, general unemployment, cessation of industry, and depreciation of currency. But the Germans, with new leaders and a new government, girded themselves for their colossal task. To-day they are winning great victories of peace. For five years the

republic has grown in strength. Her scientists have lost none of their industrial ingenuity, nor have her people lost any of their willingness to work.

"Germany is back in the harness, and she means to plow a wide furrow."

It is reported that the *Bremen* cost her builders between $15,000,000 and $20,000,000. Everything on the ship, particularly the funnels and superstructure, has been streamlined to cut down head resistance. According to a New York *World* writer, she is the fourth largest ship afloat. For one period of twenty-four hours on her record-breaking voyage, we are told, the *Bremen* averaged 29.6 knots, or, as *The Times* explains, a little better than 34 land miles an hour. Her average speed in land miles for the crossing—3,163 miles—was more than 32 miles an hour. And, observes the Troy *Record*, "the achievement of the *Bremen* indicates that a regular schedule will be maintained at about the same speed." In fact, declares the New York *Herald Tribune:* "Shipping men have decided that it is speed which will pay and which they must have. The public which insisted upon size fifteen years ago is now demanding speed."

But it is Germany's "comeback" that creates the most discussion. As the Philadelphia *Record* recalls:

"Immediately following the war, Germany's entire merchant-marine, with the exception of vessels under 1,600 tons, and even some of these, was taken from her. What this meant may be judged by the size of that fleet in 1914. It was the second largest in the world, totaling more than 5,000,000 tons. In 1920 that had shrunk to 419,000 tons.

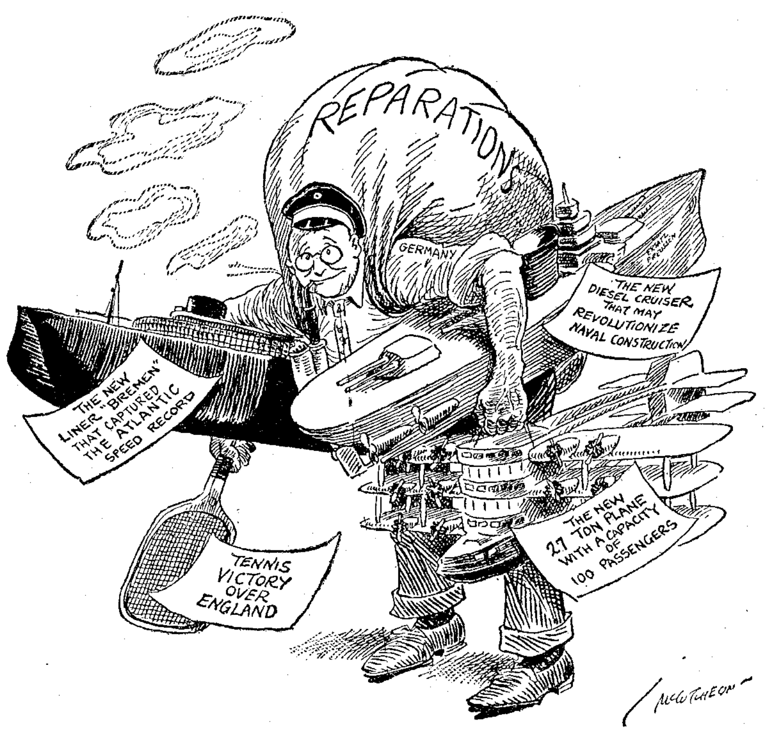
"Dismayed, but not beaten, Germany turned to building ships of the latest design. Lloyd's report for last year showed that she was in fourth position. France had been passed, and by now it is not unlikely that Germany has overtaken Japan and is in third place, with more than 4,000,000 tons to her credit. And she enjoys the advantage that these are all new ships.

"The triumph of the *Bremen* is more than the triumph of an individual vessel. It is the triumph of national determination and industry."

Continuing its remarks about a "speed war" on the Atlantic, the New York *Telegram* reminds us that—

"Germany, wiped from the sea by the World War, is using the *Bremen* to make her first bid for the high-class patronage which she disputed with England in the North Atlantic lanes before the war. But her speed has already served as a challenge, not only to England, but to France, Italy, and other nations. The Cunard Line is said to be awaiting only a report on the *Bremen's* performance to sign a contract for an even faster vessel.

"The French owners of the *Ile de France* are preparing to build a ship to equal or surpass all others in speed and beauty. Italy has ordered the *Conte Azuzzio* as her entry in the speed war. And the United States Lines, stimulated by the new 75 per cent. governmental aid arrangement, is planning two great ships which the line hopes will outstrip all other vessels."


REPARATIONS
GERMANY
THE NEW DIESEL CRUISER THAT MAY REVOLUTIONIZE NAVAL CONSTRUCTION
THE NEW LINER "BREMEN" THAT CAPTURED THE ATLANTIC SPEED RECORD
TENNIS VICTORY OVER ENGLAND
THE NEW 27 TON PLANE WITH A CAPACITY OF 100 PASSENGERS
McCutcheon

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HE HAS THE ADVANTAGE OF NOT BEING ALLOWED TO SPEND HIS MONEY ON A VAST ARMY AND NAVY

—McCutcheon in the Chicago *Tribune*.

HIGHER WHEAT AND BETTER BUSINESS

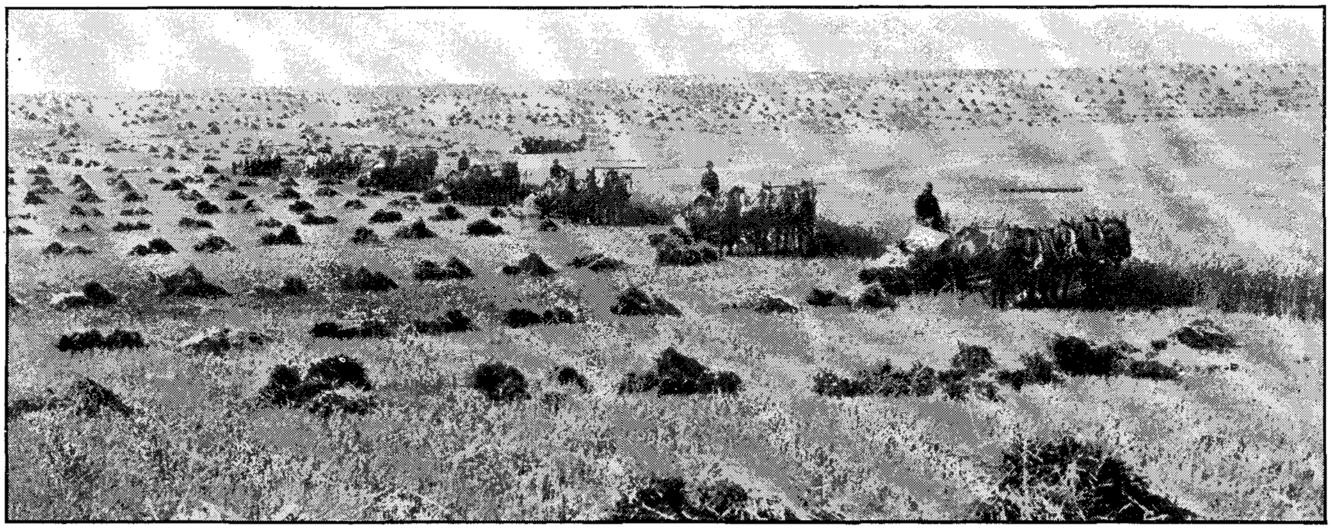
TWO-DOLLAR WHEAT IS PREDICTED by some of the most optimistic grain men of Wichita, Kansas City, and Chicago. With the Kansas crop, for example, estimated at 140,000,000 bushels, this means that the crop will be worth $280,000,000, compared with a prospect of $127,500,000 on May 31. These figures of the Wichita *Beacon* illustrate, more graphically than mere words, the increase in the value of the wheat crop that has taken place in the last two months, as a result of hot winds and drought in the wheat States along the northern border, together with similar conditions in Canada, particularly in the wheat Provinces of Manitoba, Saskatchewan, and Alberta. The Dominion, in fact, is expected to harvest less than half its 1928 yield of 508,000,000 bushels, while the American crop is expected to be about 100,000,000 bushels short of last year's. Meanwhile, with this shortage in the American and Canadian crops, with unfavorable conditions reported from Australia and Argentina wheat-growing districts, and with the fact that there is an average increase in world consumption of some 70,000,000 bushels of wheat annually, the outlook, says a July 21 dispatch from Chicago, is that the world's crop, despite higher yields in some quarters, may be about 325,000,000 bushels less than last year's. If allowance be made for a carryover greater by 125,000,000 than that of 1928, the world's supply becomes approximately 200,000,000 bushels less than last year.

Now, less wheat naturally means higher prices. Already, say financial writers, the American farmer, at present prices for wheat, cotton, corn, oats, and rye, is more than $1,350,000,000 richer as a result of recent price increases. Furthermore, points out a New York *Times* writer:

"This enhancement of the position of a fundamental industry has intensified the atmosphere of prosperity over commerce, industry, and finance. It has had a great deal to do with the current rise in stock-market prices made in the face of record brokers' loans and high call money. It holds out promise for a great advance in the buying power of the country, with resultant better markets for manufactured goods. It will also act directly and favorably on the railways, since many of these will receive more grain traffic as a result of the desire of producers to sell their output at the high prices.

"This increase in prosperity in agriculture is accompanied by favorable aspects in some other industries. The steel industry is making an unusually good showing at this time. Motor-car production was up in the first half of this year, altho retail sales are lagging, and there was a decrease in production in June Prosperity resulting from high crop prices would materially aid automotive sales.

"According to the trade reviews, the advance in wheat prices has already aided different branches of business. Textile markets are reported as making more vigorous preparations for fall trade.



International News Photos, Inc.

HARVESTING "TWO-DOLLAR WHEAT" IN SASKATCHEWAN, WHERE THE YIELD IS HALF THAT OF LAST YEAR

"The influences behind the advance in agricultural prices have been largely those of nature, altho the relief planned by the Federal Farm Board in itself would have provided a moral force sufficient to lift prices above the low levels of the year. Damage to the wheat crop in Canada has been the chief factor in the rise in prices for that grain. There has been some damage to United States wheat in the Northwest, but this has been slight by comparison with the extent of the damage in Canada. Thus the farmer in the United States has benefited through the difficulties of his Canadian neighbor."

While the American farmer continues to harvest a bumper crop of dollars, the shortage in the Canadian wheat yield becomes a serious matter, not only in the British Isles, where flour and bread prices have risen, but in Canada. Nor does the American business man escape entirely the blighting effect of drought and black rust on the wheat crop. As J. D. Tompkins explains in the New York *Herald Tribune:*

"Canada is America's best customer in the purchase of the latter's exports of manufactured goods, and money from Canada's wheat crop is of vital importance to that country in financing trade. The effect of a crop failure in Canada is far more serious than would be the case in the United States, with its vast diversification of industry. Injury to the buying power of the Canadian farmer is reflected in every line of business. In the case of a short crop, even at high prices, the earning power of the railroads and elevator companies is seriously impaired. The strain on credit is intensified through the necessity of banks extending loans to agriculture and businesses dependent on agriculture.

"At the same time, it is evident that farmers will receive a fair return for whatever wheat there is available in Canada and the United States this fall. This is irrespective of whether recessions occur through bumper crops later in some other parts of the world. It must be remembered that one of the great developments in wheat merchandising in the last few years has been the greatly extended market operations of farmers and of farm cooperative organizations.

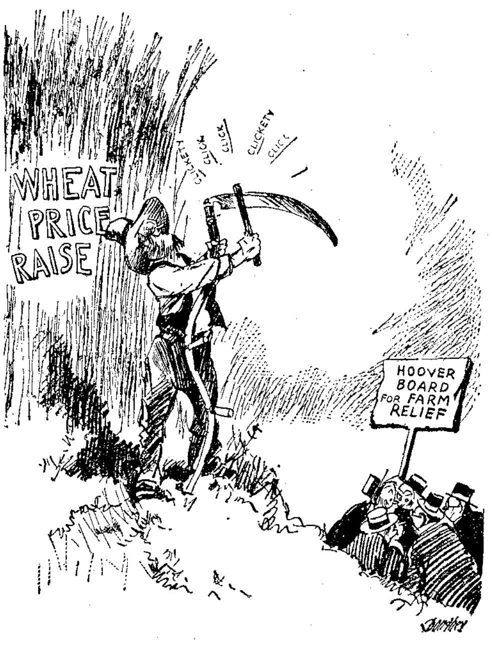
"The Canadian Wheat Pool, for example, is a big market factor because of its wide-spread operations in futures. The pool, which controls more than half of the Canadian crop—a crop which is normally a much larger factor in making the world wheat prices than that of the United States, because of its greater exportable surplus—has undoubtedly been hedging extensively since wheat prices began to rise, thus insuring for its members a profitable return for the wheat available at harvest.

"American cooperatives have also been hedging on a big scale, according to day-to-day reports. It seems evident that a very large part of both the American and Canadian crops have already been hedged on the basis of the higher prices. This is an assurance to farm implement, automobile, and machinery manufacturers, mail-order houses, chain and country stores, as well as banks, that areas where grain crops afford good yields will be prosperous through the autumn and winter.

"In any event, American grain growers, with their protected domestic market, which is the largest of any country in the world, have nothing to fear. It looks as if farm relief has arrived without—or at least in advance of—the move by Congress to make the farmer prosperous."

The change in the wheat situation has come about since May. At that time wheat, which is said to cost an average of $1.05 to produce, was selling at less than 95 cents a bushel—the lowest figure in fifteen years, according to *The Bache Review*, of New York City. Hard times for the farmer, and a drastic reduction of his purchasing power, with a consequent setback in business, were freely predicted. Then came the reports of unfavorable weather and a resulting shortage, particularly in the Canadian wheat crop. Since then the price has advanced 47 cents a bushel, we are told, and is going higher day by day. The higher price is expected to more than make up for the reduced yield in the United States, so that, as the Baltimore *Sun* puts it, "the purchasing power of the farmer will be enormously increased, and will be felt in every artery of trade and industry." Also, observes the Chicago *Evening Post*, "with live stock, hog, wheat, corn, cotton, and other farm prices at their present level, and still rising, the necessity for farm relief has been deferred." On the other hand, points out the Asheville *Times:*

"The old basic problems of handling surplus production, orderly marketing, adjusting acreage to probable demand—all these questions remain. The Farm Board will never have to close its doors for lack of problems which will tax all the economic and financial wisdom of its members."



"BOYS, KEEP RIGHT ON WITH THE INQUEST!"

—Donahey in the Cleveland *Plain Dealer.*

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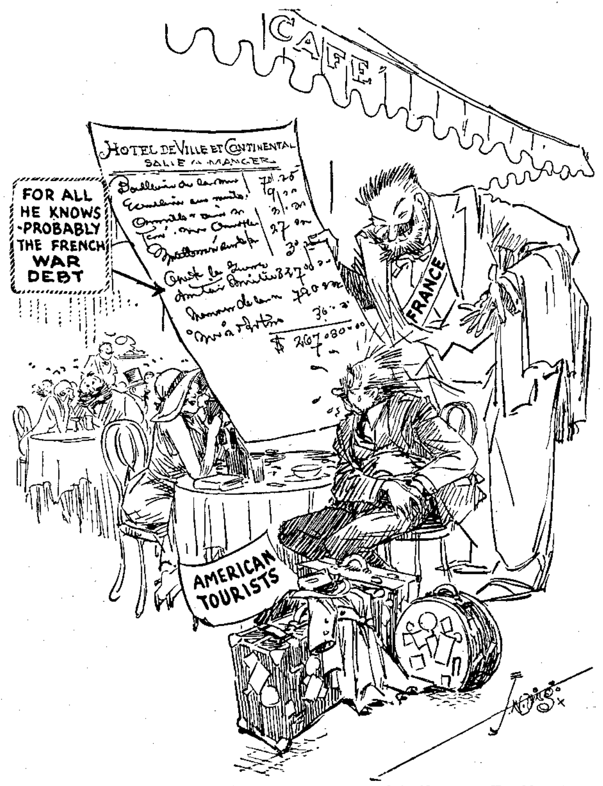
CAFE
HOTEL DE VILLE ET CONTINENTAL
SALLE A MANGER
$ 267.80
FOR ALL HE KNOWS PROBABLY THE FRENCH WAR DEBT
FRANCE
AMERICAN TOURISTS

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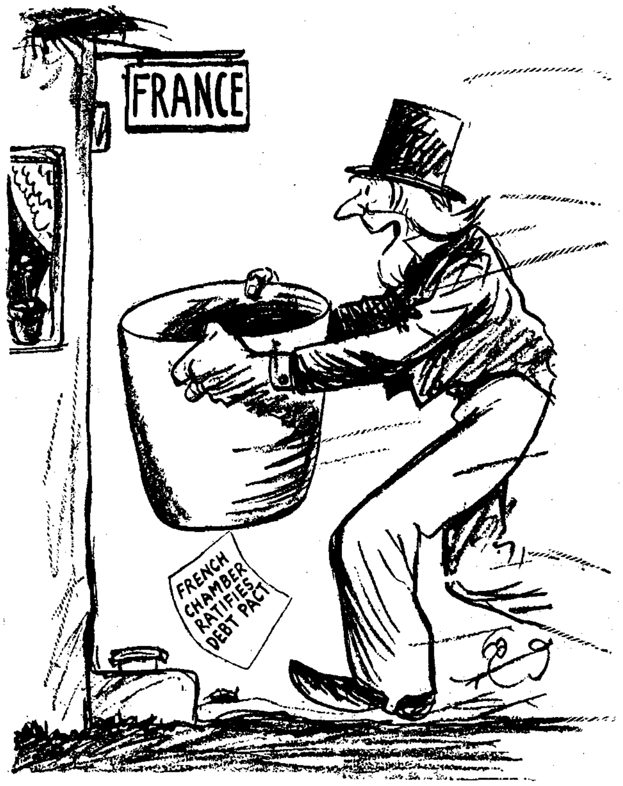
WHY SHOULD FRANCE WORRY SO MUCH ABOUT WHERE THE DEBT MONEY IS COMING FROM?

—Darling in the New York *Herald Tribune*.


FRANCE
FRENCH CHAMBER RATIFIES DEBT PACT

"LAFAYETTE, WE ARE HERE!!"

—Duffy in the Baltimore *Sun*.

PAY DAY IN FRANCE

TOPICS IN BRIEF

FASHIONS say knees are going out. They're away out now.—*Dallas News.*

GRADUALLY the feminine gender is changing to the nuder gender.—*Chicago Daily News.*

HARVARD has lost two alligators. They should be easily identified by their pronunciation.—*Philadelphia Inquirer.*

BANKERS would need relief, too, if every passing tourist climbed the fence to get a sample of their commodity.—*San Francisco Chronicle.*

THE Eighteenth Amendment shouldn't get discouraged yet. Think how long the Fourteenth and Fifteenth have been trying. —*San Diego Union.*

THE war to the death on the Detroit rum-runners has proved so effective that they have been obliged to change their schedule. —*Ohio State Journal.*

"GOLD Discovered in the Philippines." — Head-line. Thus vanishes the Filipinos' last hope of becoming capable of self-government.—*Arizona Producer.*

WHEN and if the meek ever do inherit the earth they will not note any great difference because the unmeek will continue to boss them around.—*Louisville Times.*

ANOTHER thing that Russia and China should thoroughly understand is that if they have a war the United States is not going to pay for it.—*Indianapolis News.*

ONE reason it is difficult for the average family to make permanent and satisfactory economic adjustments is the increasing necessity of some of our more expensive luxuries.—*Philadelphia Inquirer.*

THE United States Government has ordered a fourteen-months' old baby deported. We understand the infant seemed unwilling to take oath that it would take up arms in defense of the country. —*Detroit News.*

LOCAL drug-store is set afire by a cigaret lighter. Incredible!—*Washington Post.*

THAT dry British embassy in Washington is like unto a desert in an oasis.—*Norfolk Ledger-Dispatch.*

A FORTUNE awaits the genius who can succeed in crossing the homing pigeon with the umbrella.—*Louisville Times.*

WE are considering having nothing to do with the Chinese-Russian dispatches until they number the players.—*Detroit News.*

SOME of the flying squadron might investigate the habits of Mr. Lloyd George, who sees the sun of peace rising in the west. —*Indianapolis Star.*

LITTLE did our grandparents think the day would ever come when young people wouldn't live at home until they were married.—*Louisville Times.*

PRINCESS INGRID of Sweden smoked a cigaret while waiting for the train. Evidently the official indorsers' association must have overlooked her.—*Minneapolis Star.*

IMPROPER arm signals are blamed for 20 per cent. of accidents on California highways. This is an allusion only to the arm that shows on the outside.—*Portland Oregonian.*

THE roar of Niagara was broadcast recently. This was a great boon to many Scotch newlyweds who looked at post-card pictures of the falls and listened.—*Building Arts (Cleveland).*

A CLEVELAND man has left thousands as a permanent endowment for birth control, but if his bequest is a complete success there may be eventually no one to administer it.—*Portland Oregonian.*

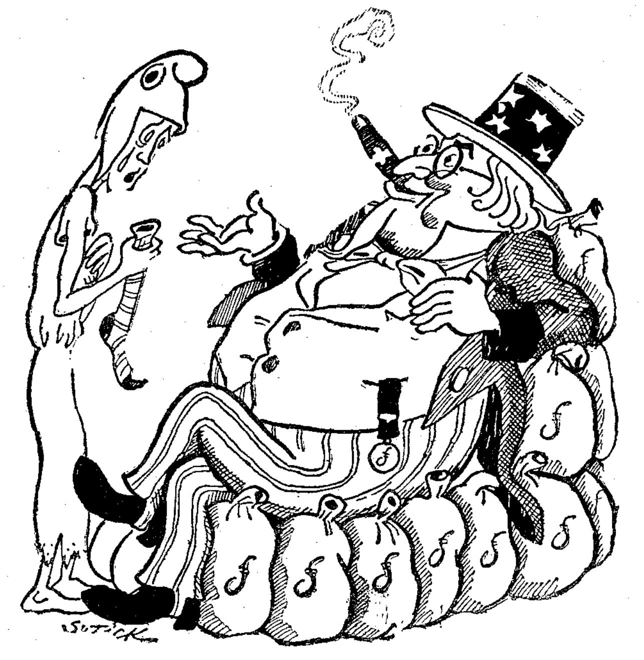
THE President is taking steps to put the post-office on a self-supporting basis. We have a gloomy foreboding that they are going to subtract some more stickum from the stamps.—*The New Yorker.*

FOREIGN - COMMENT

"ENSLAVING" THREE GENERATIONS OF FRENCH

After one of the greatest debates in the history of the French Republic, Premier Poincaré won his fight for the ratification of the American and British debt agreements without reservations. But altho some Paris correspondents say his victory has caused a feeling of relief throughout the country, not a few French editors feel that the figures of the crucial vote—300 in favor of ratification and 292 against it—records the "financial enslavement" of three generations of French by the slim margin of 8 votes. The text of the bill, which the Government of Premier Raymond Poincaré had made a question of confidence, read:

"The President of the Republic is authorized to ratify the agreement concluded at Washington on July 29, 1926, between the Government of the United States of America and the Government of the French Republic for the consolidation and repayment in sixty-one annuities of the debts contracted by France with the United States of America."



BIG-HEARTED UNCLE SAM

Uncle Sam: "Why, I'm making a rich woman out of you! Doesn't the French proverb say: 'Who pays his debts, enriches himself?'"

—*Le Petit Provençal* (Marseilles).

The measure must now go before the French Senate, note the dispatches, which point out that the majority of the Government has generally been much stronger in that body, so it appears certain the agreement will take effect. Meanwhile, French ratification of the debt accord, we are told, puts the issue up to the United States Congress when it convenes in the regular session in December. According to Washington press dispatches, opposition to ratification of the accord, known as the Mellon-Berenger agreement, is certain when the question is put before the United States Senate, but we are advised there is a general belief that the Administration will command sufficient votes to force ratification. As the settlement is not a treaty, but merely an agreement between France and the United States, it is also noted, it will be necessary for the House to give its approval as well as the Senate. A Washington dispatch to the New York *Herald Tribune* relates that the agreement spreads the payments over a period of sixty-two years, or, as agreed upon originally, until 1987, and we read:

"Officials here would not say whether the delay in the ratification for about three years would mean rewriting the dates in the executed agreement, in which event the final payment would be in 1990, or whether the French would attempt to catch up by paying the back payments. These payments amount to $30,000,000 for 1926 and 1927 and $32,500,000 for 1928 and 1929.

"The principal of the debt as stated is $4,025,000,000. It will bear no interest for the first five years, but interest since the debt was contracted has been included to make the total. Interest will run at 1 per cent. for ten years, when it will be increased to 2 per cent. for the succeeding ten years. The rate for the period from 1950 to 1958 will be 2½ per cent., and for seven years after 1958 the rate will be 3 per cent. From 1965 to the end of the agreement the rate will be 3½ per cent.

"Bonds in the amount of the fixt annual payments are provided for, but the agreement specified that the American Government may require France at any time to exchange those bonds for bonds of smaller denominations that may be sold to the public."

France has agreed to pay because she had no alternative, say some correspondents, and among them is Arno Dosch Fleurot, who writes from Paris to the New York *World* that out of 300 men who voted for ratification, a very small percentage consider that France really owes America or England anything, and this informant adds:

"The argument is that France borrowed money from America and England to spend in those two countries for materials needed to push the war to victory.

"France paid an average of 46 to 50 per cent. above normal prices for every cent spent. The Treasuries of England and the United States swept all this excess profit right back into their coffers, as well as excess profits on cash purchases. France, as represented by the Deputies, therefore resents the oft-repeated statement by the American Treasury Department that half of the debt to the United States was canceled.

"France holds that the debt was wiped out because the Treasury collected it from American manufacturers at the time. Instead of being given any alms, the French Deputies consider that France is 'paying through the nose.'

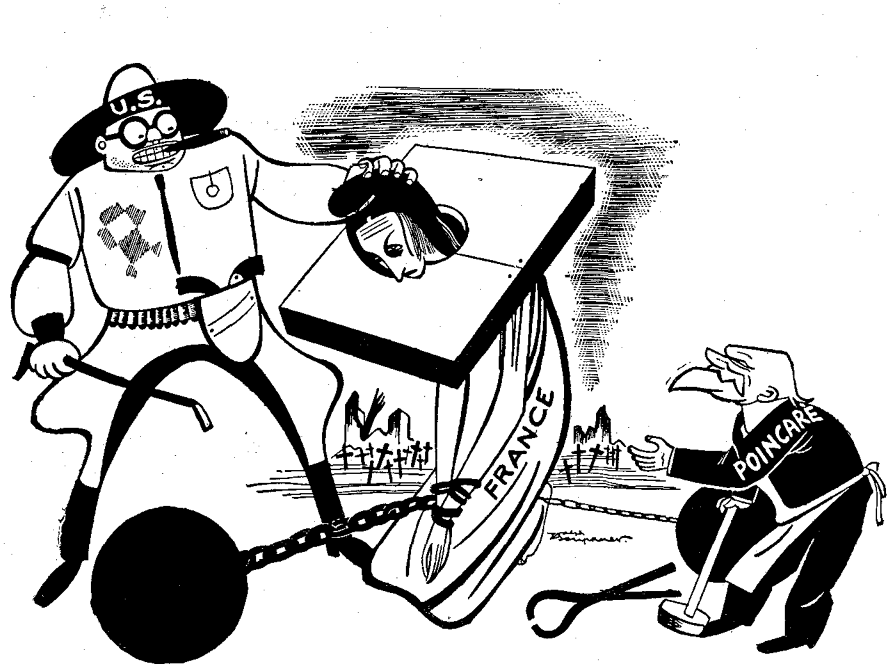
"It is further clear from the narrow margin by which ratification was passed that if it had not been for the Young Plan providing for most of the reparations payments going ultimately to the American Treasury in liquidation of war debts owed the United States, France would never have ratified the Mellon-Berenger agreement.

"As it is, this country's legislators are going to take great pains to make it perfectly clear that France will continue making her war-debt payments only as long as Germany provides the money with which to do so."

The Paris *Journal* considers the extremely slight majority obtained by the Poincaré Government for the ratification of the Mellon-Berenger agreement as evidence to the world that the vote was given with "the most grave and most profound reserves," and it calls attention to the fact that the ratification of the Caillaux-Churchill agreement for the payment to Great Britain over a period of sixty-two years of $653,127,900 was voted favorably by "raising the hands." What the Poincaré victory means to Léon Daudet of the Paris *Action Française* may be gathered from his loud lament that it "throws three generations of French people, us, our sons, and our grandsons, into slavery to the United States, with all the surrender, renunciation, and risk that such servitude implies, the first of which is the breaking off of a friendship useful to the balance of the world." This high-spirited editor, who for months has been "somewhere out of France," goes on to quote Louis Marin, who speaks in *The Nation* (Paris) of—

> "The frightful iniquity that will leave an ineffaceable stain on history and upon those who understood neither justice nor the brotherhood of combatants for the same ideal, nor the value of the blood that was spilt and the agonies endured."

A conservative newspaper and powerful opponent of ratification, the Paris *Journal des Débats*, declares that "had the Chamber been left free, it would not have ratified," but "Government pressure and pressure from outside influences merely succeeded in obtaining the painful majority of 8 votes." On the other hand, the *Echo de Paris* declares that the ratification reflects honor upon the Republican majority in the Chamber and on Premier Poincaré, whose "authority, courage, and patriotism were never more apparent or greater than during the long debt debates." Says the semi-official organ of the French Foreign Office, the Paris *Temps:*



FRANCE IN IRONS

"The two heroes who have bound France hand and foot for sixty-two years."

—*Le Charivari* (Paris).

> "The accords have been ratified by the Chamber and, since the vote of the Senate is not in doubt, ratification, therefore, may be considered final and definite. Thus the creditor nations have received satisfaction. They have presented their bills. They will be paid. As business men, they have claimed their due. France will follow them on the ground that they have chosen and will honor her engagements.
>
> "France is not a country of 'scraps of paper,' and the Government of Washington can not but render homage to the perfect commercial honesty of the country of the heroes of Marne and Verdun. The France which so courageously closed her frontiers to the enemy will not close the cashier's window to her friends.
>
> "It is not denied to us to hope, however, that Washington and London have not said their final word, and that the future holds for us happy surprizes. We know, in any case, that those who were with us in the great hours from 1914 to 1918 will not exact one centime more than we ourselves receive from our former common enemy.
>
> "But no matter what happens, we have no choice, and in view of the catastrophe which an adverse vote would have brought upon us, we must admit the capital service which the Government and the majority of the Republican Union have just extended to the nation."

CHINA JILTING RUSSIA FOR ENGLAND

THE MAN HIGHER UP in the Chinese-Russian clash is John Bull himself, according to some German editors, who assure us that China has made up her mind that her best partner in Asia is England. At first, they maintain, it seemed the wisest thing for China to tie up with Soviet Russia in order to protect herself against the imperialistic designs of the Great Powers. But now China is said to be convinced that what she needs is a finance builder and not a Bolshevik instructor adept in the making of revolutions. Always jealous of what they call "England's brilliant diplomacy," certain German editors view the present situation as proof of British dexterity in outwitting Soviet Russian aspirations in Asia. The present Chinese-Russian clash is only a new link in a long chain of events, remarks the Socialist Democratic Berlin *Vorwaerts*, which declares that the world-revolution project and the Far East expansion program of Soviet Russia may be traced closely to the progress of events. This newspaper continues:

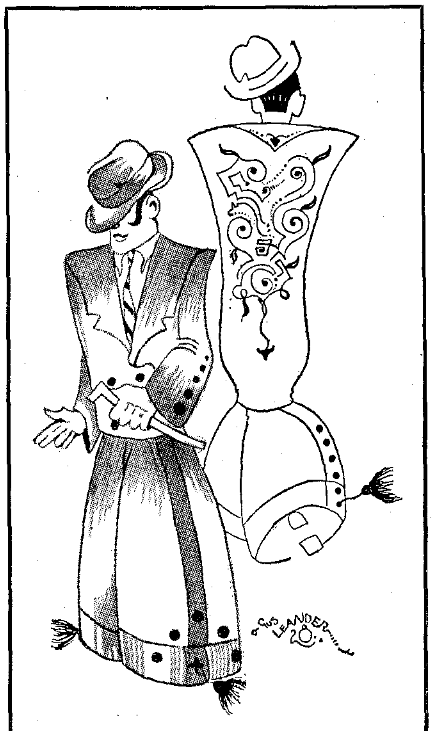
> "It is true enough that the 'new' China, with Moscow's help, was firm in the belief that it could fight off the imperialistic great Powers and the militarists secretly in their pay. But now unified China refuses to be the arena first for the battle of Russia with Japan and again for the world revolution of the Komintern.
>
> "From Moscow a year or two ago was engineered the Canton revolt. This was meant to be the first phase of a Communistic seizure of power. It led to the first rupture between the China that is revolutionary in the ordinary sense and the China that is the child of the Soviet Union.
>
> "But ever since that upheaval, the Nanking Government, eager to arrive at an understanding with the capitalistic great Powers, has tried to get rid of its distasteful Soviet allies. Ordinary revolutionary China needs no more instruction from Bolshevik tutors. What China looks for eagerly is a teacher of high finance, like the American envoys to their capital. Just as in Persia and in Turkey, the Bolshevik has been allowed to play his part, and the part is played out."

The recent events in China should be read in the light of the steady decline of Moscow's might in Asia owing to England's brilliant diplomacy there. This is the summing up of the *Kreuz Zeitung* (Berlin). The quick-witted Chinese at Nanking, it adds, have followed with discerning eyes the progress of England and the decline of Moscow everywhere in Asia:

> "Only a few years ago China was persuaded that she could win her freedom through an alliance with the Soviet Power alone. Later on we see the crowd of commanding Chinese generals freeing themselves from their Soviet affiliations. Before long the Soviet envoy Borodin had to retire to Moscow a defeated man. In the Kuomintang party the conservative wing triumphed over the radical wing, which could not dissemble its predilection for the Bolsheviks. To-day we see the man of real power in China, Chiang Kai-shek, daring to come to grips with the Soviet. He did this even when developments proved that the hands of the men of Moscow were in the latest disturbances.
>
> "The naval agreement recently concluded between England and China may be deemed a sign pointing the way for the new diplomacy of Nanking.
>
> "In the nearer Asiatic East, the quite too modern monarch, Amanullah, under strong suspicion of keen sympathy for the Soviet Power, has had to yield. Even this collapse must be ascribed to British influence. For in the heart of Asia we find the Soviets everywhere in retreat before triumphant England.
>
> "We may take it for granted that the present situation in Asia results from the loss of prestige sustained by the Soviet Power when England broke off her diplomatic relations with it."

MEN'S DRESS REFORM IN BRITAIN

HALF RIBALD, HALF RESPECTFUL are the reports and comments about the doings in England of a new "Men's Dress Reform Party," it seems, and we are informed that in its ranks appear some unexpected figures. At a party rally at King George's Hall, Tottenham Court Road, we learn from the London press, most striking in the array of reformers were two women with boyish bobbed hair, who wore cream-colored trousers and sandals, and a man who wore a skirt. *The Daily Chronicle* goes on to relate that the majority of the 150 personages present wore short trousers, tennis shirts, woolen stockings, and lounge jackets. Editorially speaking, this newspaper expresses the opinion that only a heat wave is required to bring boldly into the open what converts of the Men's Dress Reform Party have been made by their recent campaign. Since this was written England has had a pretty good heat wave, but that fact does not lessen the interest of *The Chronicle's* further remarks, especially as they touch upon Dean Inge, reported to be one of the backers of the movement:


ON THEIR WAY

Strut the jazz boys, whose clothes ape women's as women's ape men's.

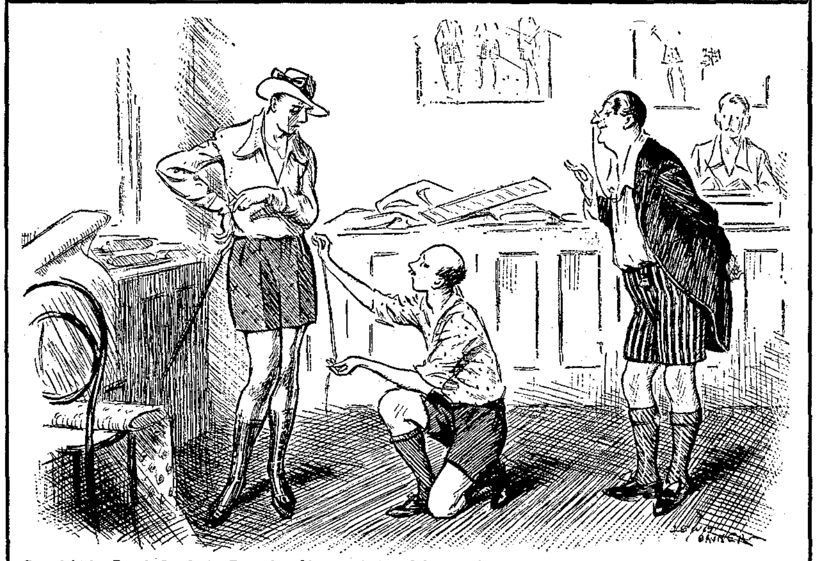
—*Strix* (Stockholm).

"Perhaps Dean Inge's reputation for gaitered gloom—fastened on him however unjustifiably—has militated, in the public mind, against too serious an acceptance of his enthusiasm for shorts and the Byronic collar, and conduced to lukewarm discipleship.

"Many conventions have been scrapped since the war, and more are to go. To the mild revolutionary, intent on comfort, the Prince of Wales's occasional happy unorthodoxies have been a potent source of inspiration, and a bloodless revolution, with H.R.H. at the head of it, has conferred on the Briton the inalienable right to wear a soft collar with his dinner-jacket.

"But while men will continue to adapt their clothes, slowly and cautiously, to the climate, to considerations of ease, and to individual idiosyncrasies, it does not follow that they will respond—outside their garden boundaries—to the organized call for a display of coordinated estheticism.

"When, however, we hear of Dean Inge attending the private view of the Royal Academy in a sleeveless shirt and a kilt, we may reconsider our opinion."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DRESS REFORM

HEAD CUTTER (to customer ordering shorts): "Well, sir, being required, as you say, for a wedding, I would suggest they should be just a half-inch shorter than those you are wearing."

It is not only the dress comfort of men and women that is to be considered, we are advised, but also the hygienic value of sunlight on the human frame. At the opening meeting of the Sunlight League, say London Associated Press dispatches, Dean Inge recited verses to the point:

"'Half an inch shorter,
half an inch shorter,
Same skirts for mother
and daughter;
When the wind blows,
Everything shows,
Both what should and
what didn't oughter.'

"Dean Inge praised the women's revolt from the extensive covering they indulged in forty or fifty years ago, saying that the movement of the Sunlight League was carrying on further the salutary effects of milady's discard of heavy clothes.

"'However, we have to beware of admitting cranks and freaks,' he said. 'There is a certain sect on the Continent, and particularly in Germany, which believes in walking about nude. In Germany it is possible to see bands of young enthusiasts of both sexes going about without clothes. There is nothing objectionable in that. But clothes are a matter of convention, and it is necessary to hold at arms' length certain unwholesome people.'"

Men are such slaves to fashion, remarks the Brandon (Manitoba) *Sun*, that they dare not break the rules of the "old funereal ideas of clothing," and the consequence is that—

"A foolish male carries eight pounds six ounces of clothing, while the female of the species goes about coolly in two pounds and ten ounces of clothing. The weight of men's clothes is thus about three times that of women's. The man of brains is grossly overclad.

"For the sake of statistics, clothing worn by a dozen men was weighed and compared with that worn by a dozen women, examined at the Life Extension Institute of New York. A letter scale was used to weigh the clothing of women who varied in type from a modern girl of eighteen years, whose clothes weighed one pound six ounces, to an 'old-fashioned' woman of sixty-one years, whose clothing weighed three and a half pounds. The weight of the men's clothing varied from 6¾ pounds to 10¼ pounds, the shoes in the latter case weighing 3¾ pounds, which exceeded by a quarter of a pound the weight of the entire raiment of the most conservatively drest woman in the group."

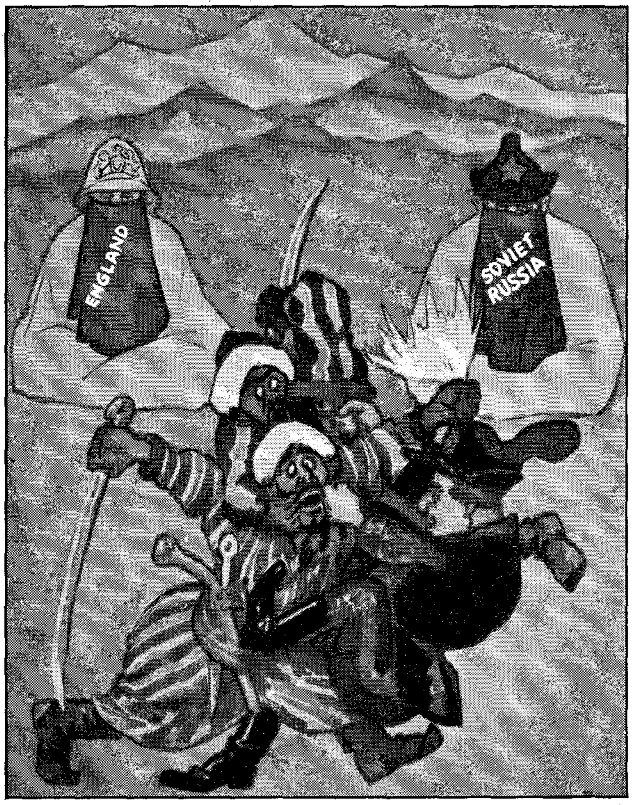
In mock indignation, the London *Sunday Times* declares its belief that the Men's Dress Reform movement is "another dastardly attack on the supremacy of the man over the woman." These reformers, it adds, would reduce men's and women's clothing to the same level, so that "our captains of industry would go to the City looking like the lady who

"'. . . just wore
Enough for modesty—
no more.'

"Indeed, our very evening dress—that glory of European manhood—is to be abolished, and in its place we are to see—O heavens!—'a nice cream jacket' (and, presumably, shorts again). This will never do. Those braces which have upheld so many pairs of trousers, and which are now to be superseded by a fitting waist, have upheld too our fine old tradition of discomfort. Heroes have been reared in the hard school of the collar-stud. No, no! Let us leave sartorial ease to lesser men; and if the country must go to the dogs, let it at least go like a gentleman—in a boiled shirt."

A WAR THAT'S NOT IN THE PAPERS

A REAL GUERRILLA WARFARE, involving deaths and casualties on both sides, has been under way on the Russo-Afghan frontier for a considerable period, but it has not attracted the world-wide attention of the clash of interests between China and Russia in Manchuria. Yet it has its meaning in the eyes of certain Russian observers, who remind us that Moscow diplomats were displeased by the overthrow of King Amanullah of Afghanistan, avowed friend of the Soviet Government, and still more displeased by the enthronement of Habibullah, whom Moscow considers pro-British, and whose advent to power is described as a "foul intrigue of British imperialists." Shortly after King Habibullah's elevation, we learn from some Russian newspapers, Afghan bandit warriors attacked villages and cities in Russian Turkestan and Bokhara, where they murdered Soviet officials and small troops of Soviet soldiers. A grave factor in the situation, according to some Russian editors, is that among the Russian subjects of Turkestan and Bokhara there are many Moslems, who are very unfriendly to the Soviet Government, which persecutes them. They have often revolted against the Soviet Government, and it is feared in some quarters that they may join the Afghan bands, which are carrying on a strong anti-Communist campaign. Naturally, anti-Bolshevik commentators are keenest to spread the news of the Soviet Government's troubles with the Afghans, yet Col. A. Kolossovsky, the military expert of the *Poslyednia Novosti*, a democratic anti-Bolshevik daily, published in Paris, claims to base his remarks on official reports of the Soviet press, and he relates:



A GERMAN DOUBLE THRUST

"Piercing the veils of outside influences in Afghanistan, it is not difficult to identify the arch-fomenters of trouble in Amanullah's country."

—*Der Wahre Jakob* (Berlin).

"Five Afghan bands, numbering from 100 to 400 men each, took part in the anti-Soviet raids. They worked chiefly along the northern part of the frontier, between Termez and Kaley-Kum, and were led by Prince Ibrahim-Bek, who always carries valuable arms, whose face is scarred, who is an inveterate enemy of Soviets, and whose military skill was praised even by the late Bolshevik Generalissimo Frunze. According to information coming from English sources, the largest of these bands, commanded by Feizullah, attacked and defeated a Red detachment near the city of Garm, on Russian territory. A Soviet Moslem force, acting with this detachment, is said to have joined Feizullah's band instead of fighting it.

"Lately, the Afghans also raided the northern region of the frontier, near the Russian fortress of Kushka, penetrating deep into Russian territory. These happenings prompted Moscow to announce the mobilization of its Central Asiatic military district, which contains three infantry divisions, three cavalry brigades, and three national Mohammedan brigades. These forces are being concentrated along the Afghan frontier, between Termez and Kushka. Simultaneously, the mobilization of the Volga military district has been announced."

Officially speaking, *Pravda*, the organ of the Central Committee of the Communist party in Moscow, declares:

"Judging by the latest developments on the Russo-Afghan frontier, the plans of the high protectors of Habibullah and of the organizers of his reactionary coup do not stop at transforming Afghanistan into a kind of colony of England. Simultaneously with the renewal of civil war in Afghanistan, have begun the raids on Soviet territory by bandits, organized in Afghanistan and commanded by counter-revolutionary emigrés from Bokhara on the Soviet territory. The bandits taken prisoners by the Soviet troops admit that such bands are being energetically organized in Afghanistan and are being lavishly supplied with arms, horses, and money.

"Who is to blame for all this? Only one great Power can be interested in the organization of the bandit movement—that great Power which is always ready to profit by any disturbance on the Russo-Afghan frontier in order to attempt to carry out its plans of aggression and annexation in Russian Central Asia."

Rul, the liberal anti-Bolshevik Russian daily in Berlin, tells us of the rôle which the emigrés from Bokhara play in the attacks on Afghan bands. It reminds us of the fact that Bokhara, altho conquered by Russia and long a part of Russia, had under the old régime its Ameer (King) and its autonomous government. It tells us further that, as the Bolsheviks came to power, they dethroned the Ameer, and that he, with many of his nobles, had to flee to Afghanistan, where he has been living ever since. It is natural, according to *Rul*, that this Ameer Abdul, who still has a great many sympathizers among the Sovietized tribes of Bokhara and Turkestan, should be one of the chief organizers of the bandits preying on Soviet territory, and that he should have addrest the following appeal to these tribes:

"To the peoples inhabiting Bokhara, Khiva, and the great Kingdom of Samarkand (Turkestan) since times immemorial! It is to you who have remained faithful to Islam and to the glorious traditions of your ancestors, that I, the descendant of the dynasty known to you, your fathers and forefathers, address this appeal. I declare to each one of you: The time has come for us to liberate ourselves from the yoke of the Communist atheists and tyrants. . . . Let a holy war be proclaimed against them!

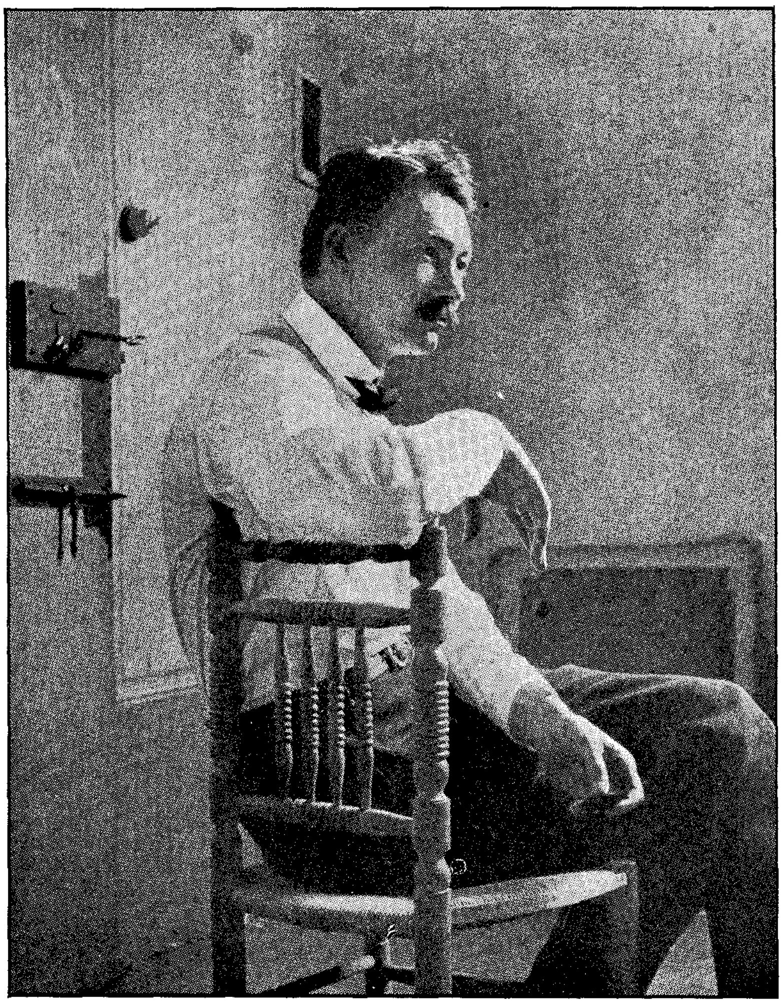
"If Allah crowns our struggle with success and enables us to unite in one kingdom all our brother tribes from Persia and the Aral Sea to the river Issyk-Kul, I, with the consent of these tribes, will become its ruler. In this kingdom, men of every faith believing in one God will enjoy freedom, and only sacrilegious atheists, the agents of the Soviets curst by God, will be expelled from it. Among us, there struggle also Russians, the sons of the Moscow which had conquered us in an honest war. They are our friends and brothers, for they are suffering under the same Communistic yoke as we. Remember that my father, the Great Said Abdul Bogudar, was a general of the Russian Army and a courtier of the White Russian Czar who did not interfere with our lives, respected our faith, and revered us for our military prowess. I have concluded an alliance with Habibullah, the new King of Afghanistan, as an equal with an equal. He is our ally in our struggle against the Red Moscow. We believe that, together with us, the whole Russian people will rise against the Soviets."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

HENRI, "TYPICALLY AMERICAN," A "BORN INSURGENT"

"THE ARTIST WANTS TO PAINT the baby as he has seen it in the naturalness of its usual clothes. The mother wants it painted in its new dress and cap. There is nothing left of the baby but a four-inch circle of a fractional face, all the rest is new clothes." There is a great deal in this that expresses the real Henri, and it may be a commentary on much of his own work, such as we show here; only he has had his way with his sitters, with no doting relative to interfere. We quote from his own book of art precepts, "The Art Spirit" (J. B. Lippincott Co.).



ROBERT HENRI

Santa Fé has organized a Robert Henri Memorial Association, whose goal is a $2,000,000 endowment fund to build in New York a great American Memorial Gallery to fulfil the lifelong dream of the painter.

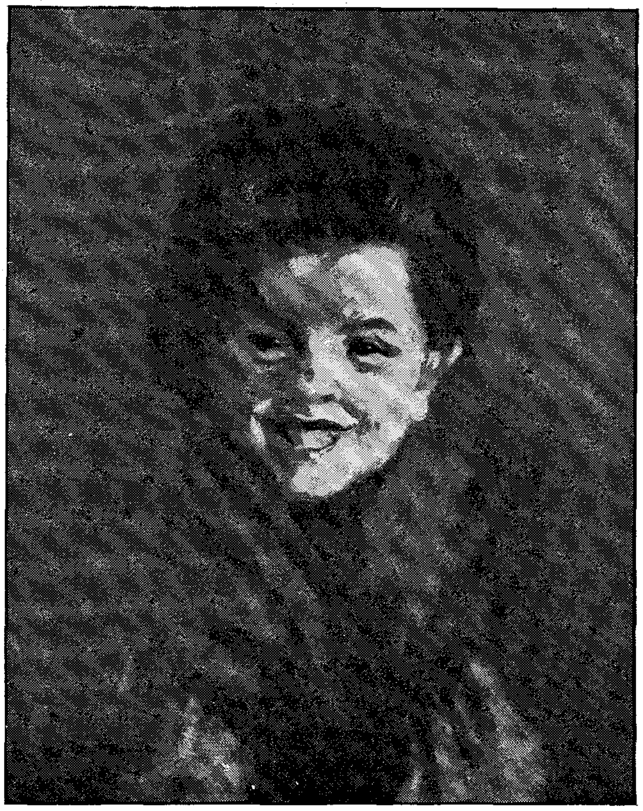
Everybody called him Henri; and it was pronounced in English, not French. Foremost among the painters of his generation, he was also a leader in all causes making for freedom. He once had a school, and even after it was closed the school of Henri seemed to go on, tho his main principle was not to make followers, but to develop the individual in his pupils. "His successes can not be limited to his own achievements in art," says the New York *Times*, "they must include the impulse given to younger men who profited by his unfailing interest and confidence as surely as by the practical instruction they had from him." His death occurred on July 12, in New York City, at the age of sixty-four. He was typically American, continues *The Times*, "of French, Irish, and English ancestry, and in this international mingling of three rich strains of influence it is tempting to seek the source of his ardor for opening hospitable doors and for spending himself on causes that had for him no shred of personal advantage." We extract some passages from the New York *Herald Tribune's* account of him:

> "He was a born insurgent, and he had not been a member of the National Academy more than a year before he was causing some long-settled dust to fly. In May, 1907, he withdrew two out of three of his pictures accepted by the Academy for its annual display, criticizing what he termed the narrow and unfair attitude of the Academy toward young artists.
>
> "Henri, already recognized not only as a strong painter but as a man of decided personal force and character, drew to his side six or seven of the more notable young men, among whom was John Sloan, who later became head of the Society of Independent Artists, with the principle, 'No jury; no prizes.' Henri remained in the Academy, and twelve years later he and the late George Bellows still were agitating for the discontinuance of the jury system.
>
> "His tenure of an instructorship at the New York School of Art ended in 1909, when he started a school of his own, which drew many of his old pupils. His conception of a teacher's duties then was in line with the most modern ideas.
>
> "'There is an element of science in painting,' he said, 'and something of this can be taught. But it ought to be understood that the teacher is not imposing his own ideas on the student; he is simply helping the student to find his way to the thing he himself wants to do.'
>
> "'The artist is always ahead of the action of the crowd,' he said on another occasion.
>
> "Henri became the foremost and best-known representative of the radical movement in America. His art is highly individual, and its chief characteristics are sincerity of purpose and simplicity of means. He had a flair for brilliant manipulation of pigments, and it was said of him that 'he paints at the top of his voice.'
>
> "His brushwork is considered by critics broad and vigorous, his color subdued yet luminous, and his tonal effects good. His landscapes are daring and original interpretations of nature, and a strong psychological insight marks his portraits."

Much of Henri's work is portraiture, but it is far afield from the conventional portraiture of the fashionable painter. What the individual's name is scarcely matters; the picture is named for the character of the sitter it portrays. In a privately printed volume on "Robert Henri, His Life and Works" (1921), the editors, William Yarrow and Louis Bouche, present this summary:

> "One finds in American painting no human documents more convincing than those early portraits, notably 'The Young Woman in Black,' 'The Woman in White,' and the studies of Spanish peasants. He seems to have developed less vigorously

at this stage, and some of the canvases of his youth have a finality about them which his later work lacks. They mark a complete summary of that period of his artistic evolution, whereas his more recent paintings bear evidence of a maturer intelligence and a continual and successful search for his own way of seeing nature. His work, then, like the work of all younger men, could more readily be cataloged as the product of a specific tendency, while the pictures he is producing to-day could only be the work of Robert Henri. His growth has been a logical one. He is, first of all, tensely alive to the character of people, and perhaps no painter has ever portrayed that character more convincingly. Taken feature for feature, his portraits do not give the minute accuracy of statement demanded of the popular portrait painter, but they are far more alive than such stereotyped delineations. One receives from them the impression that they are the truth about the persons while Henri was observing them. Perhaps another day they would appear totally different, but the actual conformation, texture and color of their features would remain the same. One feels, despite Henri's past experience, the entire absence of a set formula and an astonishing capacity to note his sitter's appearance at a given moment. It may be the grin on a child's face, the surly side glance of a Mexican, or the stolid stare of a Chinese girl, but it always convinces. The grin is slashed across the face, seemingly with carelessness, actually with remarkable accuracy; the surly face of the Mexican is heavy and sodden in treatment, and the Chinese girl is broadly and suavely painted, the resultant effect of which is a technical handling perfectly adapted to the character of his subject."



THE JOY OF LIFE

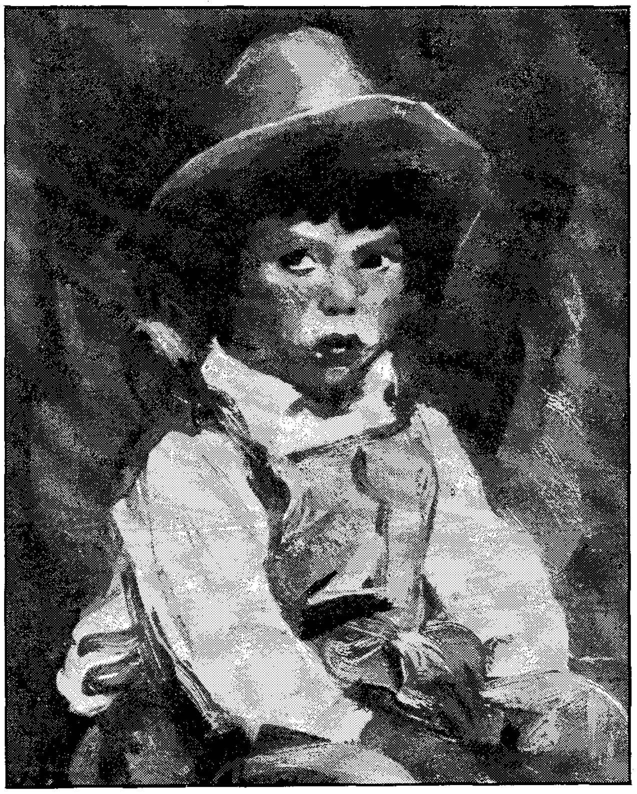
Which is what one would like to call it, tho Henri named the picture "Cinco Centimo"—perhaps the boy's version of "Five Cents."

THE COVER—Tibet has been a closed land to all but the very few most daring of travelers. Nicholas Roerich is one of these. He has recently returned after more than four years in Central Asia, whither he went to paint a panorama of that region for the new Roerich Museum. The painter is a Russian, transplanted to America, who works in strong colors and broad masses. Besides many landscapes of Russian scenes, he has done effective scenic designs for the Metropolitan Opera. On his late journeyings in the Orient he underwent many hardships. In Mongolia the painter, his wife, and son were captured by bandits and kept prisoners for five months.

WAR IN THE MOTION-PICTURE CAMP

THE LAWSUIT ENTAILING $1,000,000 brought by the Actors' Equity against a moving-picture actor and his employer is a move to restrain Equity members, even tho suspended from the organization, from continuing in the talking films. Equity thus begins her fight for a "closed shop" in talkies, after setting June 5 as a strategic date. Contracts signed by actors for the talkies before that date were to be scrupulously observed. So Frank Gillmore, President of Equity, announced; but subsequent contracts must be framed "on the new Equity basic agreement." This act, we are told by Somerset Logan in *The Nation* (New York) was determined after a questionnaire sent to all Los Angeles members of Equity had resulted in 1087 votes in favor of all-Equity casts for pictures and only 98 against. More than 70 per cent. of the people in talking pictures are said to be Equity members, and "several actors who ignored the edict of their organization and signed non-Equity contracts on or after June 5 have been promptly suspended from their union." The situation in Hollywood is thus set forth:

"The producers are receiving the powerful assistance of intrenched privilege, including the local commercial organizations and the newspapers. Behind the actors are the Central Labor Council of Los Angeles and the American Federation of Labor. J. W. Bussel, secretary of the Central Labor Council, to which Equity is now allied, has pledged the unqualified support of the federated unions—the strongly organized camera-men, the operators, the electricians and carpenters, and allied crafts. President Green of the American Federation of Labor, in a telegram to Mr. Gillmore, has promised his heartiest support.



A SURLY SIDE GLANCE

"Joseé" is a young sombreroed Spaniard, probably encountered by Henri somewhere in our Southwest.

"The courageous move of the Actors' Equity is the result of the picture actor's determination to have a union of his own, capable of correcting obvious abuses and instituting much-needed reforms. With the advent of the talking picture came the necessity of employing many legitimate theater actors with trained speaking voices. The local forces of Equity were increased, and a crisis became inevitable.

"The abuses and maltreatment which the picture actors—particularly the small-part players—have suffered can scarcely be overstated. Actors are sometimes forced to accept contracts offering a lump sum for their part in a picture. In these contracts there is no stipulation as to the length of the working day, or the length of the entire engagement. An actor, upon engagement, must take the casting-director's word. Actors are quite frequently paid nothing for rehearsals. There are instances of players being required to work from sixty to eighty hours a week. When on location, any hours, from eight to twenty, have constituted a day—sometimes with an additional bonus, sometimes not. The entire working schedule is hopelessly vague and inequitable to the actor. The new Equity contract would correct such flagrant abuses.

"Of course, the individual star can insist upon his own terms—and his price—but the character actor and the small-part player—and that includes the overwhelming majority of players—are frequently victimized. If they speak their mind, they are seldom reemployed at the same studio. With the recent amalgamation of so many of the picture companies, and the antagonism of the producers' association, this is no slight matter.

"Actors' salaries in motion-pictures may appear exorbitant to the outsider. But for every fabulous amount pocketed by some star of the first magnitude, there are a hundred modest salaries meted out to the small-part player. Moreover, the motion-picture actor, like so many of his legitimate theater confrères, is seldom sure of continuous employment. There are many weeks in each year when the actor is waiting about or looking for another transient engagement."

It is charged that the producers are "resorting to every conceivable device to break the spirit of the actors." Thus:

"As soon as Equity's ultimatum was received, one player after another was called to a studio—where he had never worked before—and was offered a tempting non-Equity contract. If he refused, he was told it was regrettable, and such a good part too! In one instance, a studio stock company was suddenly organized, offering long-term non-Equity contracts. Casting-directors are looking over files of players which have not been touched for a year. Lists of actors, including a few Equity people who signed the standard non-Equity studio contracts after the designated time, have been published in all the local press.

"Every few days, the local papers, completely ignoring the essential decency of Equity's demands, and refusing to print any pro-Equity statements, publish reputed interviews with this or that prominent actor or actress, condemning the stand of Equity and highly commending the producers for their habitual sweetness and light. In order to offset this propaganda, the local Equity Association is publishing, semi-weekly, the *Actors' Equity News*.

"The tone and general attitude of the little paper are well exemplified in the following excerpt. *The Times*, in a recent issue, said: 'Instead of remaining an association of artists, it (Equity) placed itself in line and agreement with stage-hands, ditch-diggers, janitors, iron-molders, and such.' To which the *Actors' Equity News* responded:

"'Why not? Walter Damrosch, Victor Herbert, and others found such alinement no bar to their art nor their dignity. Why should you? And, after all, what's the matter with a ditch-digger . . . or a janitor, or a stage-hand? A ditch-digger may not always be a ditch-digger. He may become a producer, or even a director. Just as much chance as shirt salesmen, clothes pedlers, waiters, or saloon-song pluggers. That you once followed a lowly trade is no disgrace. Rather the reverse.

"'Oh, *Times*, you got off on the wrong foot, for—There was a Rail-splitter. . . . And once there was a Carpenter.'"

On June 17, the Actors' Equity Association called a general meeting of its members in Hollywood. We read that—

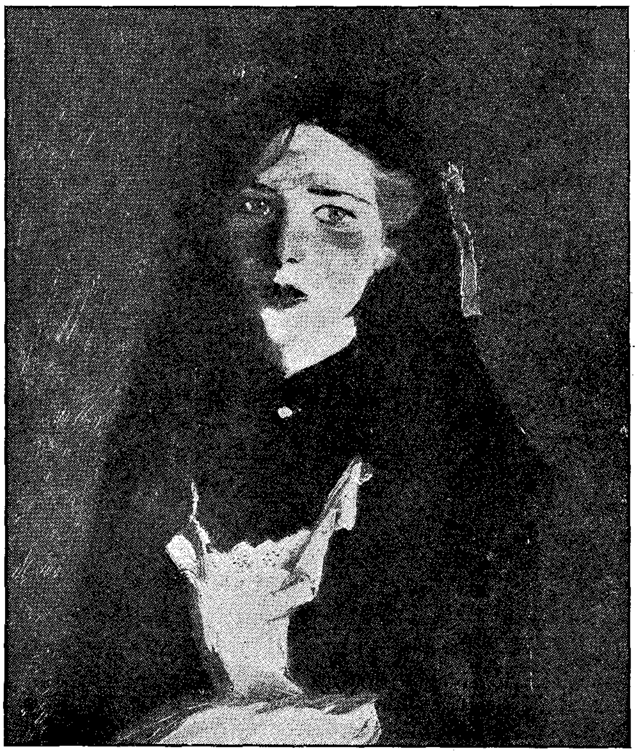
"More than 1,200 actors thronged the hall. George Arliss was in the chair, and Frank Gillmore addrest the gathering. There has never been such a display of genuine enthusiasm in Hollywood. Both speakers were given an ovation. The entire assembly stood up and cheered lustily for several minutes.

"Mr. Gillmore read a resolution passed by the Central Labor Council of Los Angeles, pledging unstinted support. He then reviewed the present situation in the studios, emphasizing the necessity for Equity shop. He described the few members who had issued statements in the daily press against the organization as 'selfish egotists, indifferent to the welfare of their fellow players.' When the players' names were mentioned they were greeted with a storm of boos and hisses.

"The meeting adjourned with the actors singing the song first used in the theatrical strike of 1919, 'All for one, and one for all.'"

THE HATER REPENTS

THE MAN WHO WROTE THE "HYMN OF HATE" is, was, and ever will be a pacifist! That is odd news coming after the whole world has read and raged or laughed over the most virulently vituperative lines ever penned. They are fortunately dim in our memory now, because the world quickly forgets its hates, but they are recalled by Clara G. Husserl, a Vienna correspondent of the New York *World*, who tells us that Ernst Lissauer, author of "one of the greatest lyric expressions of fury ever written, is plump, amiable, and a pacifist in theory and practise." He is reported to wish to visit America and lecture to the American people "in order that they might come to know him otherwise than as the author of a war poem whose sentiment seems infamous to many." Further:



IRELAND IN HER EYES

This "Irish Lass," painted by Henri, is one of the many studies he made of this people, among whom his recent summers have been passed.

"He wants to teach the Americans to love the poets he loves, the German poets and German composers whose spirit is now the only thing he lives for. He wants the American people to love this German spirit and, incidentally, not to hate himself."

The Hymn that made him famous was, it seems, only a little exercise in bile for his own relief, and with no purpose or expectation that it would go beyond his personal circle. Here is the story of its genesis:

"He was seated among his journalist friends in a Hamburg café, during the first few weeks of the war, when the news arrived of England's holding up America's hospital supplies to Germany. The news inspired him with a profound rage at seeing the innocent suffer for the guilty. In the heat of the moment's passion, he wrote the poem, neither wishing nor dreaming that it would ever be published.

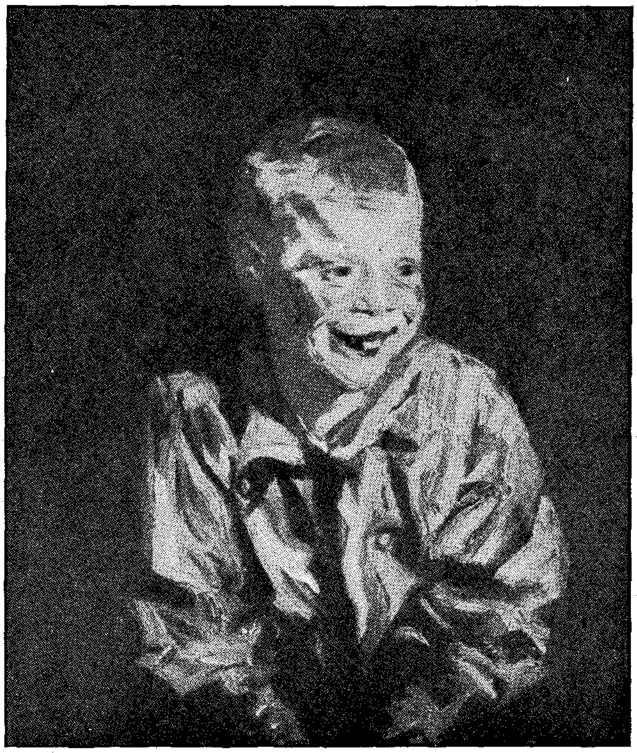
"To his astonishment he saw it shortly afterward in a newspaper. One of his journalistic friends had syndicated it throughout the German Empire, and overnight it became world-famous. It was only after the war that Lissauer learned it had been translated into nearly every language of the globe. He not only has never earned a cent from the poem, but through it, to his dismay, has become a celebrated hated figure. No one was ever more astonished than he at the use made of his poem for propaganda and hatred. He is consequently anxious to atone."

Most of Lissauer's work deals with such peaceful themes as music, nature, and art. "The man who made 'Gott Strafe England' a by-word throughout the world, voices in his works a fervent pacifist plea for World Peace." Moreover:

"He inveighs bitterly against what he terms 'international preparations for the next war,' and is proud that the spirit of brotherly love has become the keynote of his literary productions. Most earnestly he takes pains to repudiate Chauvinism and his own belligerent views on war-time days, and says: 'Every feeling and thinking man must oppose war and do his utmost to prevent new wars. I am convinced that a closer union of European States is a prime necessity.'"

All of Germany, we are told, did not approve the hymn:

"For instance, the *Volkszeitung* of Cologne, a Catholic organ, in 1915, conducted a campaign against inclusion of the poem in books intended for the young. The *Berliner Tageblatt* and other influential newspapers joined in the campaign. So did Lissauer. In a letter to the *Tageblatt* he wrote that he agreed entirely with the view that his poem should find no place in text-books or school song-books, and should not be taught to German children. He even sought to apologize for his famous composition, saying it was the result of a moment's passionate inspiration and impulse, when the hatred of Great Britain, caused by her declaration of war on Germany, was powerful in his mind.



DO YOU CALL HIM A BEAUTY?

"The Art Spirit," Henri painted "Dutch Joe" because, as he says in his book, "beauty rests in the subject."

"However, the song continued to sweep the nation, and Lissauer was decorated by the Kaiser with the Order of the Red Eagle of the fourth class, with the Royal Crown, together with Gerhardt Hauptmann, and a few other poets. The 'Hassgesang gegen England' made its author the most popular of contemporary German poets. It was sung throughout the Empire with almost the fervor of a national anthem.

"The poem's intrinsic value is shown by the following incident, which occurred during the war. In the winter of 1915, at the Royal Academy of Music in London, a number of enthusiastic musicians, for the sake of curiosity, sang the 'Hymn of Hate' as a chorus, with Sir Edward Elgar, one of England's few great composers, at the piano. Absorbed by the rhythm and emotion of the piece, the singers and accompanist carried the song to its stirring climax and dramatic finale, were overcome by their artistic appreciation, and thundered out: 'We have one foe and one alone—ENGLAND!'

"The scandal was the subject of newspaper discussion before a day had passed, and numerous letters appeared in the press from those who took part in this 'humorously treasonable act,' explaining how it happened and promising not to let it happen again."

GERMAN STUDENTS "STRAFE" THE OUTSIDER

WHILE OXFORD IS WELCOMING BACK German students to the benefits of the Rhodes Scholarship Fund, German students in the great universities of Germany are turning their backs on the "foreigner." The Government sees and deplores this condition, but is helpless, it appears, in the face of the strong monarchist sentiment that prevails, particularly, we are told, at Berlin. Dr. Stresemann, in a recent Reichstag speech, writes John Elliott in the New York *Herald Tribune*, "deplored the diminishing number of foreign students who come to study in German universities." Official statistics show that at present 164 American students of both sexes are registered at institutions of higher learning in Germany; formerly they numbered into the hundreds and a Ph. D. from a German University was regarded as almost indispensable for a successful academic career here. An inquiry into the causes of the present decline has been made by Theodor Wolff, editor of the Berlin *Tageblatt*, and he lays the blame at the hands of German students. Mr. Elliott writes:

"Some social historian might profitably investigate the revolutionary change that has taken place in the minds and characters of German students in the last hundred years. In the nineteenth century American college men were welcomed by German students. The American historian Motley and Prince Bismarck, who were fellow students at Goettingen, formed a friendship that lasted throughout life. To-day, however, in the mind of the average German student, as in the mind of the ancient Greek, foreigner has become synonymous with 'barbarian.'

"On the tenth anniversary of the signing of the Treaty of Versailles, the chairman of the General Students' Association at the University of Marburg protested against 'overloading German universities by non-German elements.'

"In the nineteenth century German students led in the battle for democracy and liberalism. It was the assassination of the Russian spy, Kotzebue, by a fanatical student, Karl Ludwig Hang, that led King Friedrich William III to muzzle, through notorious Carlsbad decrees, the German universities, which the Hohenzollerns considered a hotbed of disaffection against their rule.

"In the aristocratic university of Bonn were two foremost figures in the stormy revolution of 1848, the poet, Johann Gittfried Kinkel and his friend, Karl Schurz, who later was to become an American statesman.

"To-day, however, the spirit of liberty seems almost extinct in German universities. Berlin has one, if only one, resemblance to Oxford in that it has become the 'home of lost causes.'

"As Jacobitism lingered in the universities long years after it had ceased to have any practical political significance in the rest of the British Isles, so the love for the Hohenzollerns and monarchism—what to the outside world is known as 'Prussianism'—permeates the great university on the banks of the Spree. Where American and English universities are racing to lead the various peace movements, the great mass of German students are agitating for war revenge.

"Berlin university students wearing medieval uniforms clanked their swords as they sang 'Deutschland Ueber Alles' at the militaristic demonstration arranged by the Monarchist societies in the Berlin stadium on the occasion of the tenth anniversary of the peace treaty. Berlin students recently marched down Unter den Linden singing lustily 'Siegreich wollen wir Frankreich schlagen,' and cast obscene insults on the republic and its officials.

"Perhaps it may be objected that they formed a small but noisy minority of the student body of the University of Berlin. Unhappily, the recent election to the unofficial student body called the General Students' Organization Association furnishes a crushing refutation to that comforting supposition.

"More than 7,100 students of the University of Berlin took part in the election, thereby showing their sympathy with this Nationalistic society, which two years ago was severed from any official connection with the university, by Prussian authorities, because of its anti-republican and anti-democratic spirit."

RELIGION-AND-SOCIAL-SERVICE

THE PLIGHT OF THE EDUCATED INDIAN

REVERSION TO THE BLANKET and a primitive way of living is said to be the tragic lot of the educated young Indian. It has been the policy of the Government, we are told, to send the young Indian back to the reservation on the theory that he would leaven the whole lump; but experience shows, instead, that the returned student is forced by custom and example to drop all that he has learned, and to shed his civilization with his white man's clothes. "It is a common boast among the old Indians," writes William Atherton Du Puy for the Ullman Feature Service, "that three days of feast will strip from the returned student what the white man has given him in ten years of schooling. The weird chants and incantations, the symbolic dances, the wiles of the medicine men, are almost irresistible." However, the new Administration is bringing a new view-point to bear on the problem, we are told, and an effort is to be made to place the trained young Indians where they will have opportunity to continue their development. As it is now, however, writes Mr. Du Puy, the Government does next to nothing for its ward at the big crisis of his life. After he has finished his training, it supplies him with a ticket back to the reservation, and there, we read:

"All drest up in his white man's clothes he presents himself at the shack of his parents, whom he has hardly seen in these ten years. His mother does not recognize him. He has quite forgotten the language of his youth, and can not so much as tell her who he is. When the facts come to be appreciated he finds that, while family ties are strong among his people and the lamp of love for him has been kept burning, he embodies all that is hateful to his parents.

"He has deserted his own people and gone over to the whites. He does not wear the clothes of his tribe. His hair is short, and his manners strange. Yet he is still a child of the family come home. He is accepted and put to sleep on a bed-tick stuffed with straw, on the floor in the corner of the hut. He may partake of the food of his race, cooked at an open fire, served from the family pot. But get a bath? Impossible. If he would use his toothbrush, he must do so in secret. And the ridicule of his fellows! It is the hardest of crosses for the young Indian to bear.

"This returned student has been taught the white man's gospel of work. He has come to think of work in terms of the white man. To be sure, it is a superimposed manner of thought that may not have sunk in any too deeply, but it is there. In a way he is a tailor, or a plumber, or a painter, or a baker, or a carpenter. But he has no tools, and there is nothing to plumb or to paint. He goes to the agent, who is absorbed in many details, and asks to be given work to do. There is no work. The agent has been approached by a hundred other returned students in the same predicament. There is nothing he can do about it.

"On the reservation are other youths who have returned from boarding-school two years, four years, ten years earlier. The boy who has recently come back naturally talks with them. They have made the same fight he is making, and have failed. They have gone back. All that is left of their education is an intense bitterness. They are likely to have gone bolsheviki. They are likely to have fallen into ways that are devious. They fill him with the poison that is in their souls."

THE WORLD AHEAD

Her long training completed, this Indian girl is ready to return home, where her white man's education is set at naught and only disappointment and disillusion await her.

Photographs from the Ullman Feature Service

AFTER THE DISILLUSION

Many an Indian girl has been forced to return to her kind, with all her knowledge of cooking, sewing, typing, and nursing gone to waste. "It is a common boast among the Indians that three days of feast will strip from the returned student all that the white man has given in ten years of schooling."

Or it is a girl, who has learned to cook, sew, wash, make beds, or to clerk, type, or nurse. Her training completed, she starts for home, full of expectation. But—

"Two hours later she is well on her way toward disillusionment. Already her school garments have begun to look quite incongruous, for she and her bags are astride a burro which is plodding down the dusty road into the desert. Her father, long-haired, leathery, slightly clad, jogs stoically along behind her. For hours they proceed into the solitude. Then there is a shack, a wizened, barefoot, old squaw sitting on the ground by the door grinding corn, and all about the limitless wastes.

"This young woman, too, is subjected to the scorn of her kind, to the beating-down process, is horrified by the conditions under which she must live. She, too, flees to the agent and prays for escape, for work that she may earn her living. She, too, is told that there is no work. There is nobody out here in the wilderness to employ her. There is nothing for her to do but go back to the shack and revert to her kind. Soon some 'brave' becomes her shadow, but there is little of romance in his courtship. Animal instincts are raw and close to the surface there in the desert. There may be a marriage or the two may merely go off together. Her parents will be disturbed not in the least if she brings home a fatherless baby. Life is crude here, lacking many of the qualities attributed to it by the sentimentalist who would preserve the Indian 'civilization.'"

The Government has now become convinced, writes Mr. Du Puy, that Gen. R. H. Pratt, who was in charge of the Carlisle School back in the 'eighties, was correct when he said that "the way to civilize the Indian is to put him in civilization, and the way to keep him civilized is to keep him in civilization." But the Government "has not effectively followed its conviction. It has kept the Indian isolated on reservations where all the current runs ever against civilization." However, there is now, we are told, a promise of relief. The policy of the present Administration is to find for the young educated Indian "the place he craves among the rest of us. Instead of keeping him as a member of a race apart, it would give him every opportunity offered to any of its citizens."

THE VATICAN'S DIPLOMATIC POSITION

THE RELATIONS BETWEEN the United States and the Vatican State will not be affected in any way by the establishment of full diplomatic relations between Italy and the new State, according to a report on the Lateran treaty by Dr. Vera A. Micheles, published by the Foreign Policy Association. He points out that recognition, as evidenced by the exchange of envoys, has not in the past depended on the temporal authority of the Vatican. When the Church had no international status as a State, the Vatican was represented by official diplomatic agents in thirty-one countries, including France, Germany, Spain, Austria, Belgium, and the majority of the South American States. In fact, according to the report, it maintained diplomatic relations with a number of countries with which it had no concordat. Great Britain does not receive a papal agent, but sends an envoy to the Vatican. "During the period 1848-1868," we read, "the United States was represented by a Minister at the Vatican. His functions, however, were 'the cultivation of the most friendly civil relations with the Papal Government,' and 'the extension of the commerce between the two countries.' He was instructed to 'avoid even the appearance of interfering in ecclesiastical questions, whether these relate to the United States or to any other portion of the world.' After 1868 the representation of the United States at the Vatican was discontinued. The Department of State recently declared that the question of American representation at the Vatican had not arisen."

On the basis of an analysis of the position of the Vatican after 1870, the report points out that "the Roman Catholic Church, even when bereft of temporal power, continued to function freely as an international organization devoted to spiritual ends and, in addition, maintained political relations with a number of secular States." At the same time the Vatican did not participate in international conferences or in the work of the League of Nations. While the City of the Vatican is endowed with the rights and obligations of a State, the report asserts, "the Holy See declares that 'it wishes to remain and will remain extraneous to all temporal disputes between nations and to international Congresses convoked for the settlement of such disputes, unless the contending parties make concordant appeal to its mission of peace; nevertheless it reserves the right in every case to exercise its moral and spiritual power.'" Concerning the relations of the Vatican State with States other than Italy the treaty, says the report, makes no provisions except such as were already contained in the Law of Guaranties. "Secular States," we read, "may find it advisable to recognize the new State of the City of the Vatican; such an act, however, would be purely a matter of form, unless recognition should by some State be made the basis for diplomatic representation at the Vatican." Fears that the Vatican State, as a result of its new territorial status, would claim a seat in the League of Nations are said to have been dispelled by the treaty itself. "It is not improbable, however," the report adds, "that the Holy See, while abstaining from the political activities of the League, may participate in its humanitarian work, such as the regulation of traffic in women and children, and the abolition of slavery; in such matters the Holy See may be expected to act as an international organization devoted to spiritual ends rather than as a secular State."

The most important result of the concordat, from the point of view of the Vatican State, is said to be that the Church has again been brought into direct and official contact with Italian life. "This view," we read, "was exprest by the Pope when he said that by the Lateran accord God had been restored to Italy and Italy had been restored to God." The Fascist Government, on its part, "derives this great advantage from the concordat—that this conflict of conscience which divided Catholics between loyalty to the Holy See and allegiance to the Italian State has now been brought to a close. To use Mussolini's phrase, 'the citizen is a Catholic and the Catholic is a citizen.'" Again, to quote Mussolini: "The Fascist State asserts its ethical character; it is Catholic, but it is Fascist, above all exclusively, essentially Fascist." Finally, writes Dr. Micheles:

"The Fascist Government, as a result of the concordat, has obtained the cooperation of the Church in Italy. That this cooperation may not be purely nominal was indicated by the action of the clergy during the March 'plebiscite,' when priests and Bishops advocated the acceptance of the Fascist list of candidates, and went to the polls in large numbers. On the other hand, the Holy See has undertaken to prevent ecclesiastical participation in party politics, thus effectively silencing the one group in Italy which might conceivably have challenged the Fascist monopoly of power."

THE OLD ADAM IN US—The old morality is still good enough for Dean Inge, of St. Paul's, London, who has little patience with the "nauseous nonsense about complexes and repressions" of the psychoanalysts. They assume, he says in a recent sermon, quoted in *The Churchman* (Episcopal), "that human nature is innocent at bottom and that we have only to unleash our instincts to remove the shackles of civil and religious government in order to see the freeman expanding in a magnificent manner. Now if this is right," he goes on, "all the moralists and religious teachers, including our Lord Himself, have been wrong." As Dean Inge sees it:

"If we must use the modern jargon, there is a complex coiled up within the human soul which no analyst can analyze or remove; it is the old man, the ego, and seed of selfishness. It is all very well to talk of the mischief done by repression. I do not deny that there is some truth in it. But there is a great deal in the character that we have inherited which needs to be repressed. Our garden contains weeds which have to be pulled up. St. Paul talks of abolishing, starving, even of crucifying the old man. Was he a very poor psychoanalyst, or did he perhaps know the human heart as only those can know it who take life very seriously?

"The question between the old morality and the newfangled theories may be put in this way: Is the true harmony both for society and for the individual soul, is it a harmony of satisfied impulses, or a harmony of unified purposes? The former needs no discipline, no repression. The latter involves a life of discipline and rejection, of self-denial. But the first ideal is quite unrealizable, because our impulses and instincts can not be harmonized. They are a disorderly mob. The second ideal alone can bring peace, both to nations and classes and to the individual soul."

A SUCCESSFUL CHURCH CLINIC FOR DAMAGED SOULS

A SMASH-UP IMPENDED, for instance; divorce seemed the only way out. Or it was an apparently normal boy gone wrong and threatened with a second term in jail. Or it was a nervous strain become too great to bear longer without relief. Or it was a child quarantined in a hospital with scarlet-fever and the parents financially helpless. Where to turn? The problems—and they were tragically real, just a few harvested out of the great number of tragedies discoverable anywhere and any time—were taken to the Life Adjustment Center conducted by the Mount Pleasant Church in Washington, D. C., and all of them were solved. The threatened divorce was averted in a happy reconciliation, the boy was saved from jail, the despondent applicant was relieved of his burden, the ill child was restored to its parents. The Adjustment Center, carried on for three months as an experiment, was a success, so much so that it must be continued and enlarged if it would fulfil what its pastor, the Rev. Moses R. Lovell, believes to be its mission to minister to human ills here and now. It is such a significant story of a vital ministry that *The Congregationalist* asked Mr. Lovell's permission to pass it on to a wider audience, and The Literary Digest now passes it on to its big family throughout America and around the world.

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A SPIRITUAL PHYSICIAN

The Rev. Moses R. Lovell, who added science to religion in a clinic for disheartened souls at the Mount Pleasant Church in Washington, D. C.

Mr. Lovell was inspired to undertake the experiment, he writes, by his observations of the Roman Catholic confessional, "to which countless numbers of men and women have gone, and through unburdening themselves of their own minds have found relief and refreshment and been established in life"; by what he found to be "useful and good" in Christian Science, and by his conviction that modern science can give a technique and a method "by the use of which we shall be enabled to approach the ideal to which we aspire in the realm of physical, mental, moral, and spiritual health." He had also observed the Emmanuel Movement in Boston, the Body and Soul Clinic in New York, and similar experiments on the western coast in helping the body as well as guiding the soul. But they were not quite wide enough in their scope. What Dr. Lovell and those associated with him wanted, he says, was "to add science to religion in dealing with life's problems and to open the doors widely to all types of human problems; in fact, make this truly a life-adjustment center, where people might come with all kinds of problems and find relief and help." So well did the experiment succeed that within the three months 350 conferences with applicants for help were held, and the staff had to be doubled, so that at the conclusion of the project the consultants included two doctors, five psychiatrists, one of them a child psychiatrist, and two social workers, a director of religious education, a general counselor, and the pastor himself. All sorts of people, mainly from the great middle class, came with all sorts of problems, and, says Mr. Lovell:

> "I have come out of this experiment with this conviction, that there is in Washington, as in every other city on the face of the globe, a great underworld—not an underworld of crime, but a great underworld of tragedy, of sorrow, of disappointment, of disheartenment, of maladjustment. The spirit of the men and women you meet on the street, as you find it revealed by looking into their faces, seems happy, but down underneath, in nine cases almost out of every ten, there is some great burden that is being borne for which the Church, as it is at present established, in large measure has nothing to give, while it is not only true in the Constitution of the United States, but in the expectation of Jesus Christ, that every man ought to have the full right to life, liberty, and the pursuit of happiness as his, and that every man has the right to life, and life abundant. The great cry of normal humanity is for some agency to arise which can bring to bear on specific individual problems technical advice and guidance, coupled with the ability to assist men and women to find their way out and to fight their way up from out this great underworld, where so many of them for so many hours of the day are forced, through fear, or anxiety, or worry, or ignorance, or tragedy, to spend their lives, when they ought to be up in the sunlight of human experience, drinking in life to its full."

All the cases were conducted in absolute confidence, but, writes Mr. Lovell:

> "Of course, there were all those average problems which confront all men and all women. Many people came with simple problems that a little advice and counsel could help. Then there came those more complex problems, domestic, marital, individual, parental. One mother, for example, came; she lives outside the District of Columbia; she told of her boy, who had been taken to jail for the second time. What could be done? He had had a good up-bringing; everything had been done for him. This was his second experience. We said, we do not know what can be done; the court, of course, will act. But one thing we will do for you, and that is this. We will see to it that a trained psychiatrist goes over to interview the boy and find out the degree of responsibility that is his, if it is possible to ascertain it, and knowing that boy better than the judge or jury, through a technical investigation, endeavor to bring before those who are to sentence him one or two solutions relative to places to which he might be sent, where he will not be deformed, but, if possible, reformed and given a new chance.
>
> "Another person came to us with a mental difficulty, a nervous difficulty. We found that that person had been previously to a number of social agencies, and they had been unable to do anything for her. Why? In large measure because they had no psychiatrist who could discover what it was that individual needed, what really was the trouble. Through the good offices of one of our staff, this person was examined. The social agencies were told about the case, and that problem, as far as the social agencies of Washington are concerned, has been solved, and the woman, so far as we know, has been sent on the road to recovery.
>
> "One night brought a man suffering from such great domestic unhappiness that he was on the verge of getting a divorce. After four or five evenings of airing the situation, it was possible to get both him and his wife to come together, and now the couple are reconciled once more to attempt the marital adventure together.
>
> "Any number of men and women came who, having left the forty-year line behind, found that life's first enthusiasms had died down and they were eagerly seeking some means of rekindling the banked fires of their own interests.
>
> "It was surprizing to find so many cases of vocational maladjustment—people galore who in middle life discovered they were misfits, all of which, or much of which, might have been avoided if earlier in the years vocational guidance had been a more developed science.
>
> "Parents come—any number of them—in serious dilemma as to how to deal with their boys and girls. Youths in their teens were present, greatly concerned because of their misunderstanding parents. A number came seeking advice and counsel in matters pertaining to faith and belief, feeling themselves shipwrecked by the bewilderment and confusion of modern life and knowledge.
>
> "Our physicians were always kept busy—diagnosing and directing to sources of help. We wish it had been possible to offer each seeking medical attention a complete physical examination—an actual budget of their state of health—an end greatly to be desired.
>
> "I have come out of this experiment with a deep conviction that we have sponsored here a project of tremendous significance not only for this church, but for Protestantism at large."

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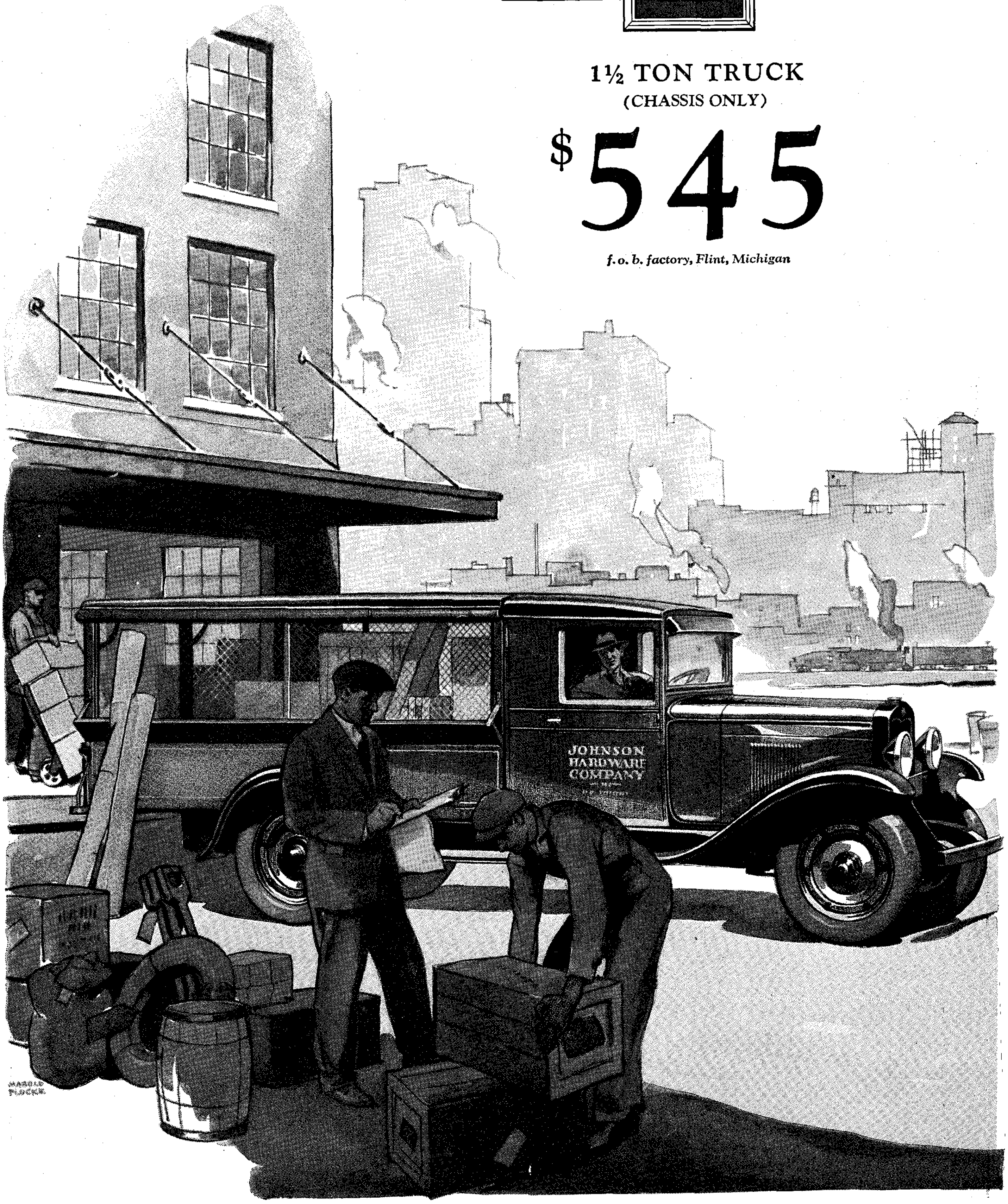
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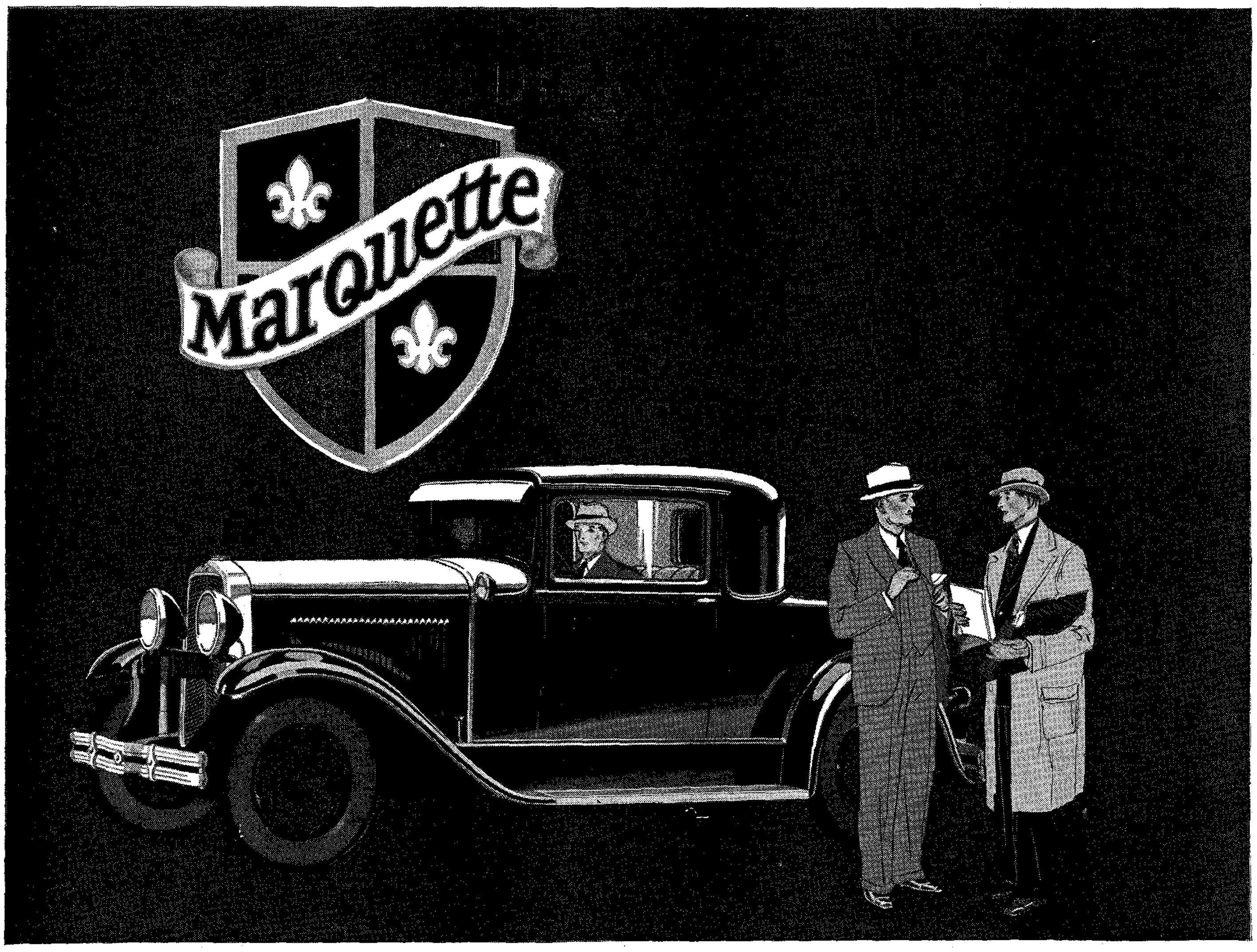

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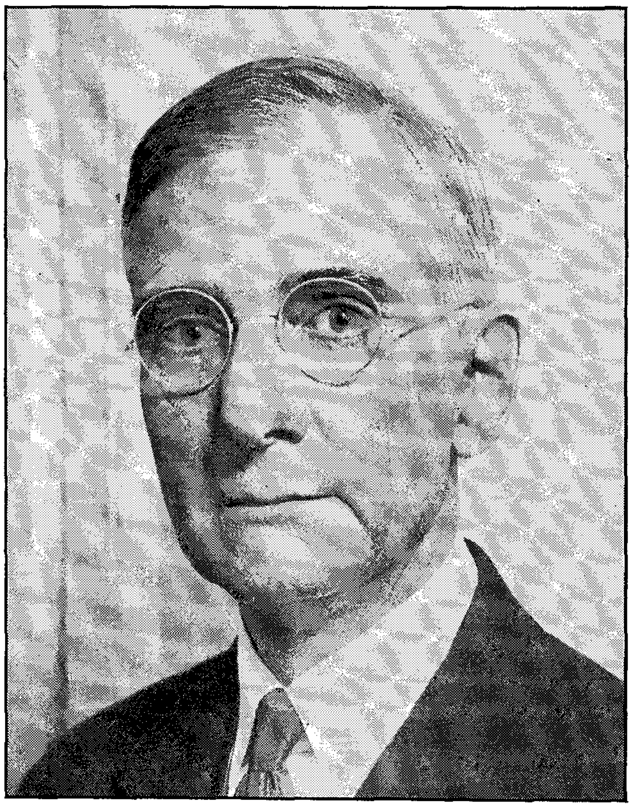
SCIENCE ▾ AND ▾ INVENTION

RICHES FROM FARM WASTE

THE SECRETARY OF AGRICULTURE, Arthur M. Hyde, contributes an article on this subject to *The National Republic Magazine* (Washington). He reminds us at the outset that to the scientist every strange field is as the rainbow, with always the hope and possibility of the pot of gold at the end. The little tomato seed was a waste of the catsup industry until chemists found a way to extract its oil. The kernel of the seed of the apricot was waste until chemists learned to free it from its bitter principle. To-day, tasting nearly like the almond, it is used in flavoring macaroons. The seeds of the raisin were a waste until chemists knew how to use their oil for spraying seeded raisins to keep them soft and fresh. He goes on:



Acme Newspicture

THE SECRETARY OF AGRICULTURE

Mr. Hyde tells the romance of riches hidden in the waste of the farm.

"Until only a short while ago the pancreas gland of the calf and hog was only a minor edible by-product, called sweetbread. Then medical research found in the gland the substance called insulin, which relieves diabetes. This discovery not only greatly heightened the commercial money value of a trifling by-product, but it benefited suffering humanity entirely beyond any mere money value that can be put upon it. So nothing is too small for research.

"In these days of rapidly moving evolution in industry—and the farmer must draw a lesson from it—one can never tell but that the humble and little-respected by-product of to-day may be a main product to-morrow. The manufacturing industries can show hundreds of examples. The corn-starch industry started out to make corn-starch for cooking and laundering. Then science showed how to make glucose from the starch. Then someone conceived the idea that the oil of the germ had attributes of olive-oil. To-day glucose, corn-sirup, and corn-oil are main products of the corn-refining industry. There was a time when this industry dumped into the river all of the corn kernel that was left after the starch had been removed. To-day these by-products are live-stock feed, selling for well up into the millions a year.

"Our chemical laboratories point out to us an Age of Cellulose. This is the substance which is the principal part of the solid framework of plants. The wooden floors we walk upon, the newspapers and magazines and books we read, corn-cobs, corn-stalks, wheat straw, and other straws—these and myriad other things are largely cellulose. Chemically, cellulose is very similar in composition to corn-starch and the sugars; it contains the same elements, and is convertible into sugars by the action of heat and acid.

"Cotton is nearly pure cellulose. The chemist already knows how to make rayon and artificial silks out of cellulose from cotton linters, corn-stalks, etc., and industries of great size have sprung up to manufacture them. Who can imagine the future in store for the humble and lowly corn-stalk? I have seen a beautifully printed and bound book, entitled 'Farm Products in Industry,' the paper of which was made mainly of corn-stalks. I have read farm journals printed on paper, the most costly part of which had been replaced by corn-stalk pulp. I have handled samples of insulating and building board made of corn-stalks, some as porous and light as cork and some almost as hard and dense as iron. Who can say now, in view of the industrial beginnings already made, what part corn-stalks, now worth $2 a ton for their potash and $3 as feed, will play in the building construction and heat and cold insulation of the future?"

Not long ago the idea was conceived of manufacturing the bagasse of the sugar-cane mill into insulating board. To-day an enormous business stands as a monument to that idea, to the ingenuity of private business, and to the cooperation of the United States Department of Agriculture and the capacity of its scientists. Bagasse is the pulp of the sugar-cane left after the extraction of the cane juice. The sugar mills formerly used it as fuel for the mills. To-day the bagasse pressed-board industry takes not only all the bagasse it can handily get in our South, but is importing it from Cuba and is also looking for other materials to utilize. Again:

"In the Bureau of Chemistry and Soils of our department in Washington, where a vast amount of valuable work has been done in the utilization of agricultural by-products, there is a small bottle of a brownish cellulose substance called lignin, which was derived from the corn plant. Lignin is one of the principal parts of woody plant tissues. Its chemical nature is not yet clear, but Dr. W. W. Skinner, assistant chief of the chemical and technological research unit of the bureau, says lignin possibly may yield as many products of commercial, chemical, and medical importance as have been yielded by coal-tar, that by-product of the manufacture of coal-gas, the study and exploitation of which gave to Germany a preeminent position in the world chemical trade. Our chemists say that lignin may possibly yield even more than coal-tar, itself a vegetable by-product of the carboniferous age. Some of the articles made from coal-tar that are of great commercial importance are anilin dyes, phthalein dyes, and other phthaleins, indigo, carbolic acid, creosote, flavoring extracts, and drugs and chemicals of many kinds. The bureau has already made dyes from lignin which are more fast than the first anilin dyes made from coal-tar. Millions of tons of stalks, cobs, and straws are produced on our farms every year, and every ton holds its store of lignin and cellulose—and who knows what else!

"The time is not so far away when the organized farmer, with science and manufacturing and commercial skill at his command, will make the off-grade fruits, vegetables, and grain-crop residues of to-day play very important parts in giving diversity and stability to our agriculture. The story of the utilization of farm by-products even now would fill many books.

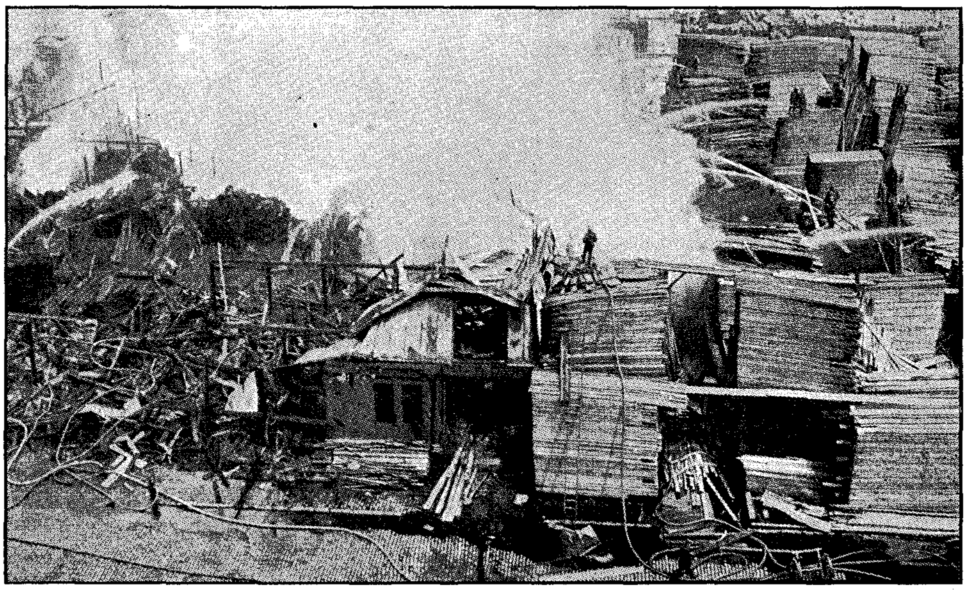
"The farmer must begin to think more in the terms of his by-products, as the meat-packer has done. The by-products business is the life of the meat-packing industry of to-day, and the chemist and research laboratory are responsible. What the meat-packer has done with by-products is an inspiration to all branches of our agriculture."

FIGHTING FIRES IN LUMBER-YARDS

COMBUSTIBLE AND NON-COMBUSTIBLE materials are usually mingled in a burning building. But a lumber-yard is a hundred per cent. combustible. It is material excellently adapted for a bonfire, and it is probably the hardest thing that the fireman has to tackle, when it once starts burning. A contributor to *Fire Engineering* (New York) describes the dangers of such a blaze and the tactics to be employed in fighting it. He says:

"Lumber-yards cause the average fire chief more apprehension than any other type of establishment. This is not only due to the combustible nature of materials involved, but also to the carelessness commonly shown around such establishments.

"The chief hazards involved in connection with a lumber-yard fire are: tremendous heat generated; showers of embers discharged; danger of toppling of piles; large areas make it dangerous for men to penetrate into the lumber-yard unless avenues of escape are properly covered by lines.



Courtesy of *Fire Engineering* (New York)

NOTE HOW SKILFULLY THIS FIRE WAS HALTED

Here's the New York Fire Department in operation on a fire in a lumber-yard. Note the excellent stop made, as indicated in right-hand side of the picture. Despite the high piles, the aisles littered with loose lumber, and the close piling, the department was able to confine the fire to a very small area.

"Fires in lumber-yards usually start from careless use of smoking materials, grass fires, locomotive sparks, improper heating equipment in shed or in office, etc. Where the piles are mounted clear of the ground on sleepers, fire starting from any of the above means may get beneath the piles and travel quickly through the dry grass, wood waste, shavings, etc., found thereunder. If wind is blowing, the travel of the fire is very much expedited.

"The lumber-yard is one type of fire which must be surrounded, if a good stop is to be made. While that may not be entirely possible, particularly where a heavy wind is blowing, nevertheless three sides can be properly covered, and the fourth side, the lee, will have to be handled from the sides.

"Heavy streams are absolutely essential for the initial work. They provide great coverage by having greater range, and kill the intense heat created by burning lumber.

"Small streams are futile when a lumber-yard fire has gained considerable proportions. They may become vaporized before striking the burning materials. Heavy streams will stand a better chance of reaching the burning materials.

"Contrary to general belief, water-towers are very effective in handling certain types of lumber-yard fires. For instance, where the fire is burning near the center of the group of piles, and the heat is too intense for men to operate at close range, or operate from the top of adjacent piles, a water-tower can be elevated and the streams sent downward at an angle right to the center of the fire.

"One of the most serious conditions in connection with lumber-yard fires is the great shower of embers. These may carry the fire to distant piles, and constant supervision on the part of the fire-fighting force is necessary. Men patrolling exposed areas can effectively use hand extinguishers. To successfully handle a fast-burning lumber-yard fire requires the members of the department to take a lot of punishment. This is particularly so when a heavy wind is blowing. Men operating on the lee side, as long as their channels of escape are not cut off, can protect themselves by sprays from streams which they are operating. Even if all of the water discharged from streams on the lee side does not reach the fire, it does prove effective in killing embers before they land, and in wetting down piles of lumber in the immediate path of the fire."

GARDENING IN THE CELLAR

MUSHROOMS GROW WELL THERE, even now. Recent experiments on the use of artificial light for plant growth inspired a contributor to *Lectures Pour Tous* (Paris), with the radiant dream that we may, one day, be producing all kinds of fruits and flowers in what is now partial or entire darkness, transformed into 24-hour daylight by powerful electric lamps. He writes:

"A new sensation in science is the employment of artificial light as a substitute for that of the sun in growing fruits and vegetables. The solar rays, hitherto believed so necessary to the sprouting and biological development of plants, have been replaced, in experiments reported to the Academy of Sciences by Messrs. Truffant and Thurneyssen, by electric light, exactly regulated.

"They exhibited to the Academy fragrant strawberries, of normal color and taste, which they had grown in Versailles, at home, by a process devised by them.

"Strawberries, do you ask? Could they actually raise so delicate a fruit indoors, in winter? Yes; strawberries, potted on December 12, 1928, produced ripe fruit forty days later. Not only the simple fact of production was a wonder, but there was an important speeding-up of their maturity. There is surely something in this that seems a little paradoxical!

"What is the source of the rays that produce effects at once so unexpected and so useful?

"In a dark room, heated to normal temperature, were arranged electric lamps with tungsten filaments, rotating continuously, night and day, without stopping, about three to five feet above the tables on which the plants were exposed.

"The quality of the light, which was modified by colored glass, so as to favor certain rays of the spectrum; its definite composition, that is to say the exact wave-lengths that should be employed (and these must be measured to the millionth of a millimeter); the luminous intensity—these are the conditions on which the success of the experiment depends.

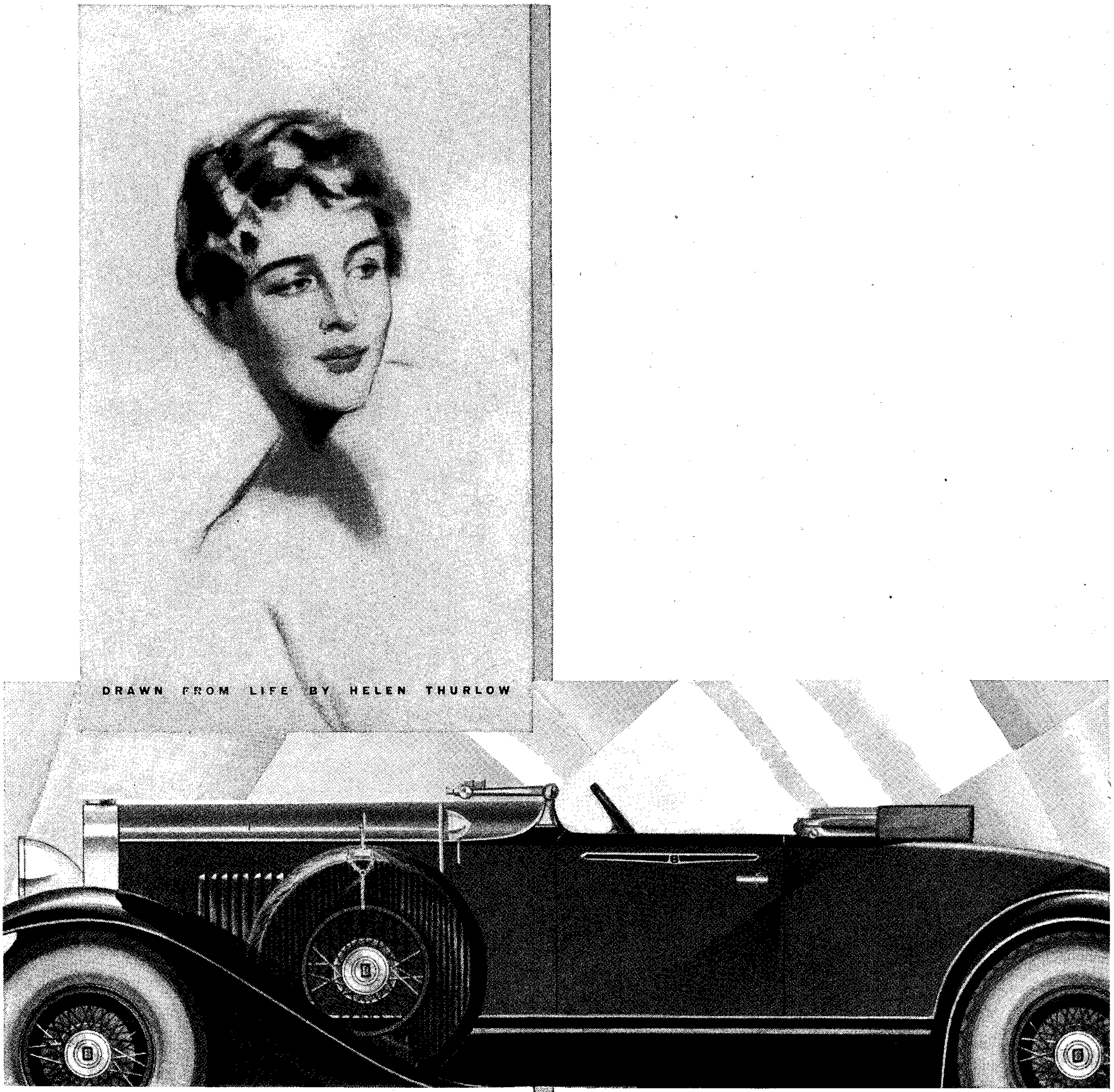
"The most favorable rays of the spectrum are those between the blue and the red; the ultra-violet rays, contrary to what has always been thought, are found to be injurious rather than helpful.

"The principal innovation is in the rotation of the light. The experiments, hitherto made with artificial light in a fixt position, have not always given the desired results, and this appears to be due to burns on the leaves. The period of illumination is reduced by the rotary motion, by ten seconds in a minute, and has then an intensity of 40,000 lux (the unit of light-intensity). The full light of the sun has, at its maximum, an intensity of 160,000 lux, or four times as great as that of the artificial light; but the latter acts continuously while the sun's light is absent at night and is obscured by clouds.

"Besides strawberries, it is interesting to know that oats and tobacco, under the influence of electric light, have grown much more rapidly than ordinarily. Other vegetables, now being tested, will probably give results of the same kind.

"We may look forward, given this new technique of forced culture, uniquely artificial, to a whole series of experiments and researches in agronomy, destined, owing to the speed of production in independence of the season, to favor rapid testing and selection. Many problems concerning cereals can thus be made with subjects of investigation.

(*Continued on page 35*)



DRAWN FROM LIFE BY HELEN THURLOW

AMONG THE DISTINGUISHED WOMEN

WHO DRIVE THE CENTURY HUPMOBILE

Rosamond Pinchot

[MRS. WILLIAM GASTON]

She adores horses, motor cars, and motor boats . . . Peel of London makes her riding boots, and Nardi her habits . . . Her favorite luncheon place is the Voisin where she always has a certain corner table . . . They know her in Vienna, Prague, Salzburg, New York, and points west as the nun in The Miracle. And all over Europe as a member of Max Reinhardt's Repertoire company . . . She shuttles between New York and an island off the coast of Maine by train, car, and speed boat . . . Her personal car is HUPMOBILE. She drives it herself. One admiring Westchester motor cop has said . . . "and how!"

THE STORY OF GOODYEAR CHAPTER 2

CAUSE

Day in and day out, year after year, Goodyear research focuses on tires you may never buy.

But you and thousands of your fellow travelers may *ride* on those tires—in the motorbuses and highway cars of the great tourist companies whose fleets traverse the wonderlands of scenic America.

Your safety, *your* comfort, *your* enjoyment—these, as well as the prosperity of the operator, are at stake under the investigations of Goodyear science.

Not the least of Goodyear's consequential service is the high development to which it has brought the tire equipment upon which depends the safe and successful conduct of these public service lines.

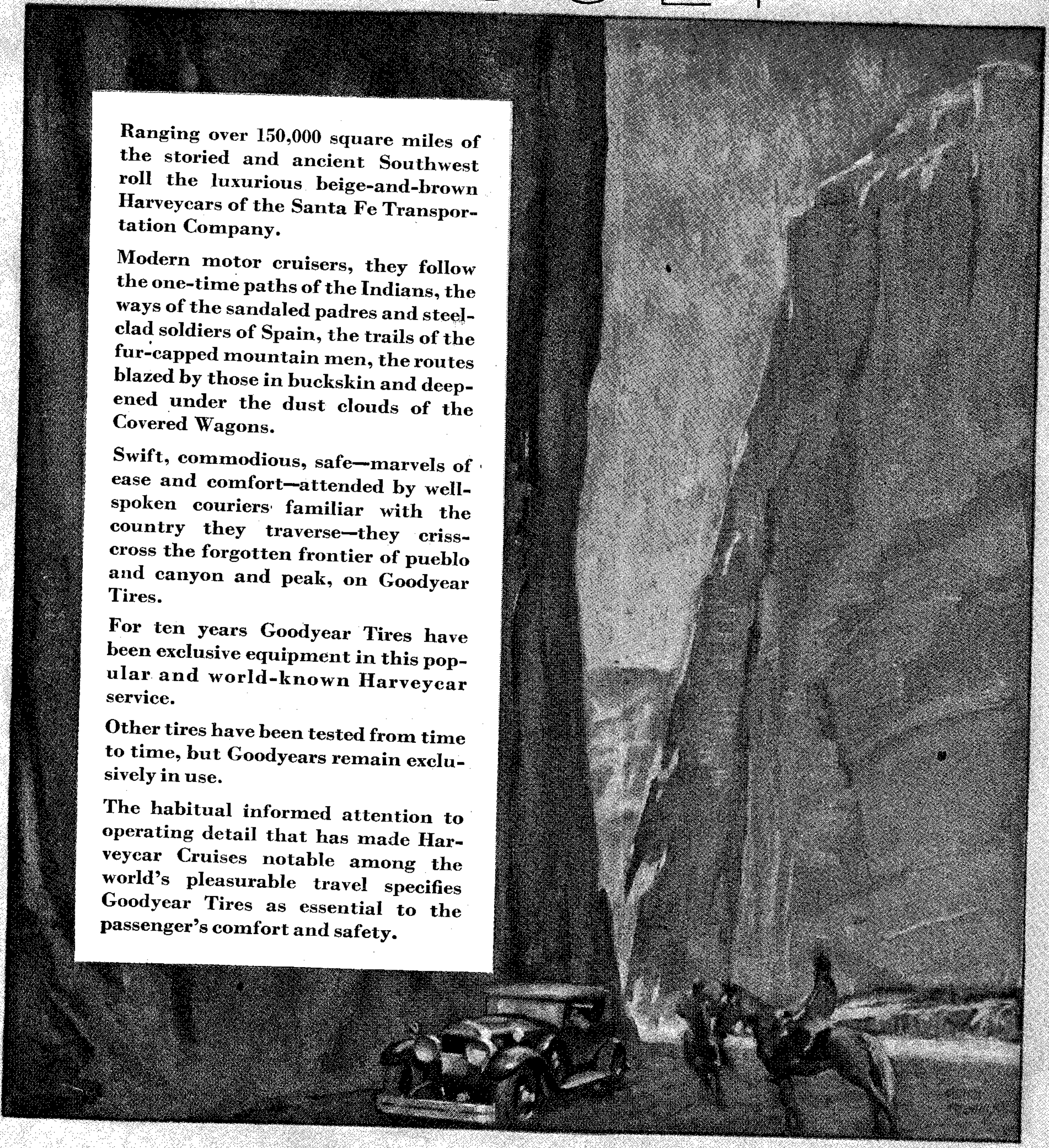
P W Litchfield

President

GOOD

THE STORY OF GOODYEAR CHAPTER 2

RESULT



Ranging over 150,000 square miles of the storied and ancient Southwest roll the luxurious beige-and-brown Harveycars of the Santa Fe Transportation Company.

Modern motor cruisers, they follow the one-time paths of the Indians, the ways of the sandaled padres and steel-clad soldiers of Spain, the trails of the fur-capped mountain men, the routes blazed by those in buckskin and deepened under the dust clouds of the Covered Wagons.

Swift, commodious, safe—marvels of ease and comfort—attended by well-spoken couriers familiar with the country they traverse—they criss-cross the forgotten frontier of pueblo and canyon and peak, on Goodyear Tires.

For ten years Goodyear Tires have been exclusive equipment in this popular and world-known Harveycar service.

Other tires have been tested from time to time, but Goodyears remain exclusively in use.

The habitual informed attention to operating detail that has made Harveycar Cruises notable among the world's pleasurable travel specifies Goodyear Tires as essential to the passenger's comfort and safety.

YEAR

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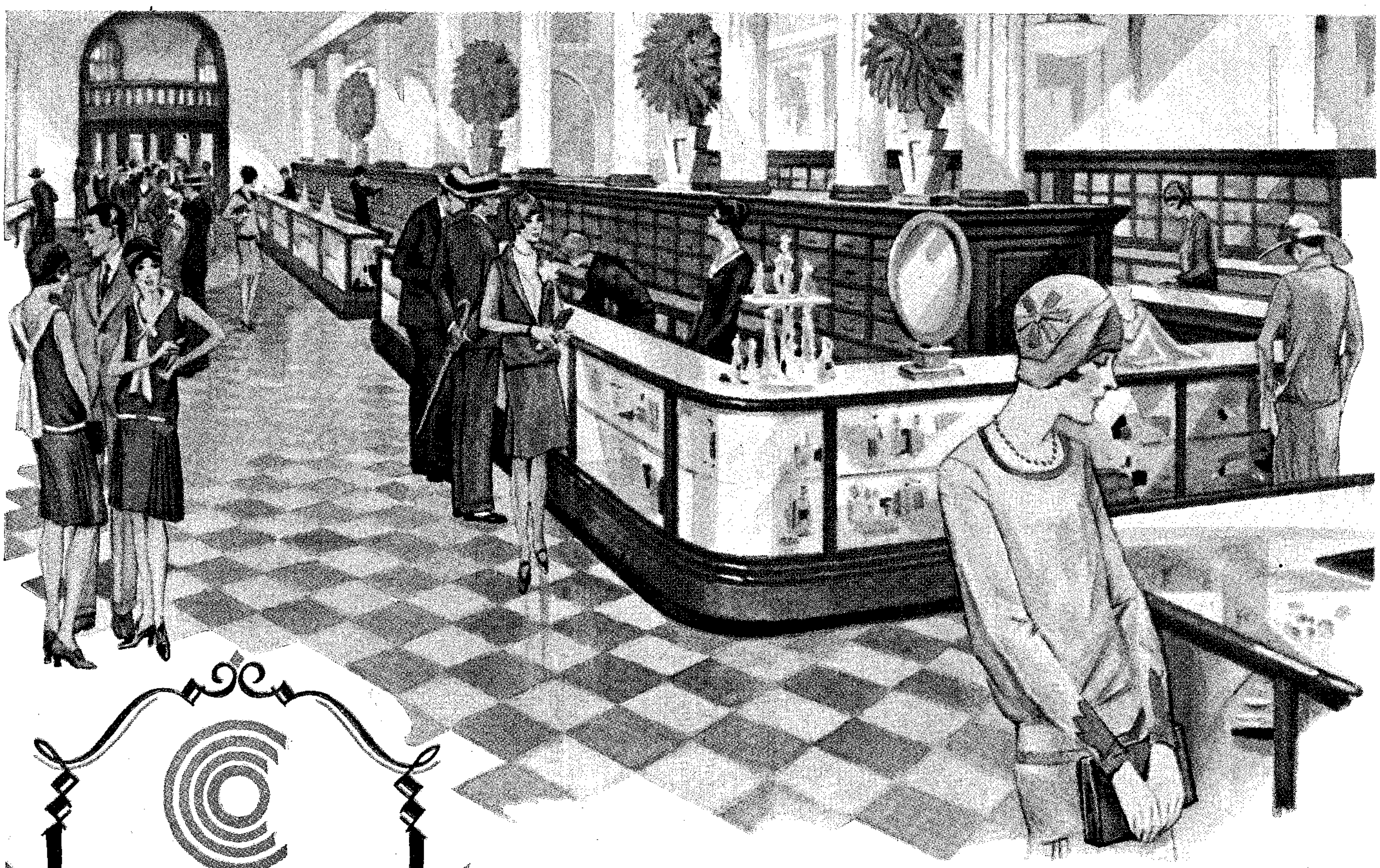
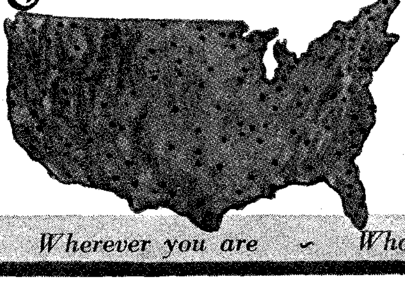


Commercial Credit Plans

COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

¶ Through the purchase of receivables—open accounts, notes, acceptances—Commercial Credit Companies provide manufacturers and jobbers alike, with ample working funds at all times.

¶ Commercial Credit Companies have 175 full operating branch offices and 277 credit offices—452 offices in all—located in the principal cities in the United States where service is available. Commercial Credit service reaches out to Canada, Europe, Asia, Africa, Australia and South America and is being extended to all world-markets where conditions justify its introduction.



MODERN STORES ATTRACT BUSINESS

MODERN STORES, planned and equipped by the Grand Rapids Store Equipment Corporation, attract business—increase sales.

The Grand Rapids-Commercial Credit Plan makes it immediately possible for all stores, large and small, to modernize.

This plan—an attractive and convenient deferred payment plan—sponsored by Commercial Credit Companies, is exclusively endorsed and recommended by the Grand Rapids Store Equipment Corporation to their customers. The Grand Rapids Store Equipment Corporation or any Commercial Credit office will give you full details.

COMMERCIAL CREDIT COMPANIES

COMMERCIAL BANKERS

Cash Capital and Surplus $43,000,000

COMMERCIAL CREDIT COMPANY - Baltimore
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COMMERCIAL CREDIT TRUST - - - - Chicago
COMMERCIAL CREDIT COMPANY, Inc., New Orleans
COMMERCIAL CREDIT COMPANY - San Francisco
KEMSLEY, MILLBOURN & CO., Ltd. - New York
MIDWEST COMMERCIAL CREDIT COMPANY, Detroit, Des Moines, Milwaukee, Omaha, Sioux Falls

NATIONAL HEADQUARTERS - Baltimore

Wherever you are ◆ *Whatever you make, sell, or buy* ◆ *Investigate Commercial Credit Service*

(Continued from page 30)

"May we not look forward to the day when, owing to this new process of growth-speeding, we may have a new science of gardening? Just imagine those old quarries where the Parisians have been growing a few mushrooms, transformed into gardens which in their seasons would produce vegetables, flowers and fruits, of kinds that now grow only under a southern sun!"

MORE SAFETY IN THE PRESS-ROOM

THE PLATEN PRESS, OR JOB PRESS, as it is more commonly known, is one of the ten most hazardous machines used in industry. In the printing industry, it is the outstanding accident-producer, causing six times as many accidents as its nearest rival, the guillotine paper-cutter. This assertion is made in a press bulletin issued by the Travelers Insurance Company, Hartford, Connecticut, whose engineers have perfected, we are told, a safety device that eliminates the possibility of accident on hand-fed job presses. We are told:

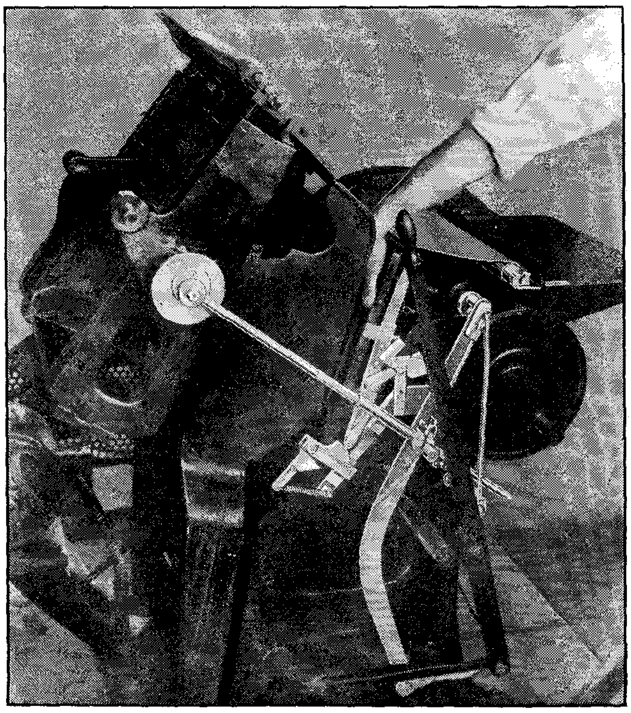
"Job-press accidents are costly, and are responsible for about one-tenth of the cost of all accidents in the printing industry. As this industry pays some three million dollars a year for compensation insurance, the complete elimination of this hazard would result in substantial saving. If the 'incidental cost of accidents,' which has been computed as four times the amount paid out in awards and medical attention, is also taken into consideration, the accidents on hand-fed job presses are costing the printing industry more than a million dollars a year.

"It is estimated that there are about 30,000 hand-fed job presses in use in the United States at present, or approximately one for every ten employees in the printing industry. The operator of a press of this kind must place his hand between the platen and the bed of the press at every stroke of the machine, which means that, collectively, the job-press operators in this country expose their hands to possible injury some 270 million times each day. It is not surprizing, therefore, that approximately 500 hands are crusht by these machines every year.

"The new safety device does not interfere with the operator of the press, nor does it affect the speed. The operator can actually place his hand between the platen and the bed of the press, while the press is running, without danger of injury. The device has been in use several months, and is well liked by pressmen. Other men in the printing industry have seen it in operation, and have exprest their approval of it.

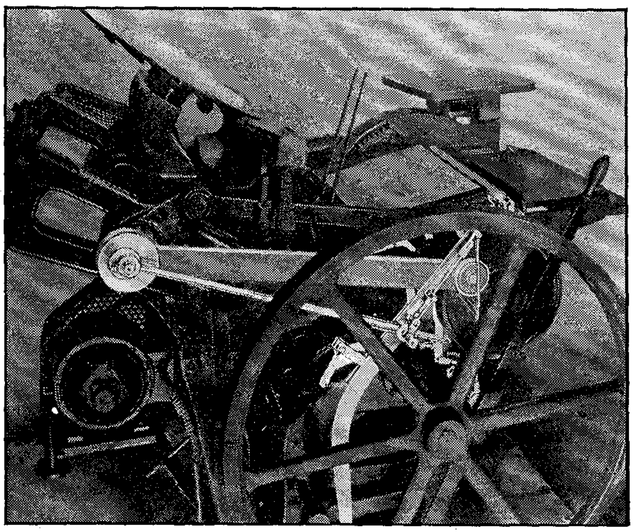
"In order to explain the action of the safety device, it will be necessary to describe certain parts of the mechanism of the press.

"An eccentric is secured to either end of the back shaft in the bed of the press, and the rear ends of the two side arms that actuate the platen are mounted on these eccentrics. At one side of the press there is a 'throw-off' lever. In ordinary operation, this lever remains in the position shown in the picture above, and the side arms draw the platen tightly against the bed. However, if the press-feeder wishes to prevent the press from making an impression, he pushes the throw-off lever. This causes the back shaft and the eccentrics to make a quarter of a revolution, which changes the relative positions of the platen and the bed, so that, when the press closes, a space, equal to one-half the length of the 'throw' of the eccentrics, is left between them as in the other picture.



IN AN EMERGENCY

The press-feeder pushes the throw-off lever, and the jaws of the machine leave room for his hand. The new device is automatic.



Illustrations by courtesy of the Travelers Insurance Company

IN ORDINARY OPERATION

The safety or throw-off lever remains in position and the side arms draw the platen tightly against the bed.

"In developing the new safety device use has been made of the greater part of this mechanism. The throw-off lever has been retained, and the press-feeder can use it in the ordinary way. Additional mechanism has been incorporated, however, which makes the throw-off action automatic.

"The actuating member of this safety device consists of a flat steel band, which surrounds the platen, and is connected to the ordinary curtain guard used to protect the rear. In the open position of the press, this band lies slightly back of the platen; but in operation it advances ahead of the platen and reaches the bed first. If the band comes in contact with the operator's hand, however, it actuates the throw-off mechanism previously described, and the press does not close. Thus, the throw-off mechanism—an integral part of the job press—is converted into a positive safety device.

"The Travelers has applied for a patent on this safety device—not, however, with the intention of manufacturing or selling the device or restricting the use of it in any way, but rather for the purpose of preventing any one else from acquiring sole control of it. Permission to manufacture and instal the device is given to any one that may wish to do so."

KANSAS NOT SO WINDY—Most people have a greatly exaggerated idea of the frequency of tornadoes in particular areas of the United States, and Kansas has an especially bad reputation in this respect that is considerably at variance with the facts, says Charles Fitzhugh Talman in his Science Service feature *Why the Weather?* (Washington). We read:

"During the thirteen years, from 1916 to 1928, inclusive, more accurate tornado statistics were gathered in the United States than during any previous period. Kansas had 155 tornadoes during these years, or an average of twelve a year. The area of the State is 82,000 square miles and the average destructive area of a tornado is about ten square miles. Hence, if we assume twelve tornadoes a year to be the normal frequency for the State it follows that any given locality in Kansas is likely to suffer damage from one of these storms only once in about 680 years, on an average. Kansas had more tornadoes during the thirteen years mentioned than any other State in the Union, but in proportion to area the smaller State of Iowa came first, with 149 tornadoes; Arkansas second; Kansas third; and Indiana, Ohio, and Illinois not far behind. In loss of life and damage to property resulting from tornadoes Kansas was outranked by many other States, as her population is sparse, and there are few large towns in the State. Kansas has had, however, three tornadoes that wrought damage to a value of a million dollars or more."

CHARACTER AND HEALTH IN THE EYE

THE STUDY OF THEIR PATIENTS' EYES, both for the purposes of diagnosis and as an indication of the mentality of those with whom they have to deal, is recommended to medical men, by the author of an article in *La Presse Medicale* (Paris). The extraordinary power of the eye, says this writer, depends not only on the eyeball itself, but results also from all the neighboring features—eyebrows, pupils, lashes, forehead, nose. The eye gets its expression from all the other features together. He goes on to analyze the characteristics of the eye in great detail:

"If the face is hidden behind a sheet of paper with holes in it, or behind a mask that allows only the eyes to be seen, it is practically impossible to divine the expression, real or simulated, of the subject; it is also true that if the eyes alone be hidden on a photograph, the expression can not be recognized.

"A profound study of the eye from the physiognomic standpoint would required a volume, for there are a thousand things to be considered in the eyes, and the easiest expressions to understand are the hardest to describe. In studying the physiognomic value of the eyes, we must take account successively of their situation and arrangement, the form, size and prominence of the eyeballs, the skin, form and motions of the eyelids, the tint and condition of the white, the color and size of the iris, the degree of opening of the pupil; no detail is to be neglected; each has its own meaning, and nevertheless plays a part in the general effect.

"The straightforward glance, with eyes well opened, shows frankness, that of the well-balanced man who fears neither to observe nor to show his feelings.

"The straightforward glance with eyes parallel, focused on nothing in particular, with dilated pupils and relaxed features, indicates reverie or distraction.

"The fixt glance in a relaxed face reveals insignificance of mind, or indifference.

"The fixt glance in a tense face, with frowning brows, is the voluntarily fixt regard of the man of energy. With insistance it becomes a hard expression.

"The glance directed upward is that of ravishment or ecstasy.

"The glance directed downward, Paul Hartenberg tells us, assumes various meanings, according to the simultaneous attitudes of the upper eyelids and of the head. If the upper eyelid is lowered and the neck bent, it shows timidity, humility, or shame; on the other hand, if the head is raised, the glance is pretentious, disdainful, or proud.

"A sidewise glance is furtive; it is that of one who is watching while concealing the fact.

"A wandering glance is that of distraction; it shows the absence of clear thought and precise attention."

Obsessed persons or monomaniacs, it seems, have a vague eye, never look straight at the person to whom they are speaking, because they are looking inward or are seeking to see something on which their mind has become crystallized. The very mobile glance, directed rapidly to all sides, in an agitated face, we are told, shows inquietude or embarrassment. On the contrary, if the mouth is delicate and smiling, it is the glance of an intelligent and spirited man, whose mind is open to new impressions. Furthermore:

"The distance between the eyes, measured from their corners, should equal the length of a single eye. If the eyes are nearer, especially when deep in their sockets, the physiognomy is lively, and easily assumes a wicked expression. Eyes far apart, on the other hand, lose in vivacity, but gain in calm and gentleness. Among the most cruel peoples, such as the Mongols or certain Arab tribes, the eyes are close together.

"The Latins have eyes that are widest apart—an indication, say Billard and Dodel, of a great store of good-will and of ideality in their characters.

"In the normal arrangement of the eyes, the straight line joining one angle to the other is horizontal, but there are frequent variations.

"When these lines in the two eyes converge, the eye takes on a look of fineness and vivacity; when there is divergent inclination, when the eyes are noticeably lower toward the temples, they appear less intelligent or sadder.

"Eyes deep in their sockets show profundity or energy; they indicate firmness of will.

"Eyes moderately protruding are lively, clear, brilliant; when they protude too much, they give to the whole face an air of stupefaction or confusion; this is a symptom of certain diseases, such as exophthalmic goitre.

"Large eyes are a sign of beauty and intelligence; when the size is excessive it gives to the face an air of unintelligent languor. Large, open eyes show foolishness. Small eyes are not beautiful; when very small and deeply socketed, like those of monkeys, they give an air of wickedness.

"The size of the eye depends chiefly on the eyelid. As its edge is straight or curved, the eyes are called 'almond-shaped' or 'round.'

"Almond-eyes indicate sweetness, elegance, a desire to please. Round eyes have more fixity, more energy; they are oftenest met in the square brachycephalous face.

"The color of the iris contributes much to the aspect of the eye; the various shades are usually classified as blue, gray, green, hazel, and black. Sometimes the two eyes differ; persons have been known to have one black and one blue eye.

"It is difficult to assign a meaning to each shade; in a general way, it is agreed that the eye is clear and blue with the sanguine, dark with the bilious, light with the lymphatic.

"A clear iris is supposed to indicate ease and vivacity; a dark one, whether blue, gray, green, or black, shows intensity of feeling, energy of will, and profundity of conception.

"Eyes of mixed tints indicate excess of feeling, elevation of ideas, but also an irregular and ill-proportioned will.

"The white of the eye is of great diagnostic importance; when very clear and white it is a sign of good health, of easy circulation, of regular life.

"A white marked with yellowish threads, marbled with red or blue veins, indicates a hot and unhealthy temper, prone to congestion—a violent character.

"The greater or less opening of the pupil is a valuable element in medical diagnosis. It also furnishes good indications to the physiognomist. This opening is controlled by the great sympathetic nervous system whose tonicity keeps the muscular ring of the screen stretched.

"Narrow pupils indicate generally firmness, energy and ambition. Dilated pupils show physical relaxation, softness. We know that a momentary dilation of the pupils is a sign of lively emotion, of terror. The influence of certain poisons on the pupil explains how it is possible, by simple examination, to judge of one's drinking habits.

"These few examples will serve to give an idea of the care with which physicians ought to study their patients' eyes, not only for diagnosis, but also as an index of the mentality with which they have to deal.

"'Genius is patience,' says Buffon; medicine is continual observation. All the passions, the sentiments, have a physical basis; to study the human face, to master the science of physiognomy, is to practise, without laboratory and without apparatus, a simple, but a good and useful, kind of physiology."

EVOLUTION, FEET FIRST—Early man was notable, not for his brain, but for his legs. Upright walking came before thinking, according to Dr. Gieseler, a Bavarian professor. In other words, while most evolutionists believe that human qualities appeared first in the shape of the skull, he thinks that they showed themselves earlier in the legs. A writer in *Comœdia* (Paris) sketches the professor's views as follows:

"Dr. Wilhelm Gieseler, of the University of Munich, has just finished an extremely detailed monograph whose object is to prove that the lower limbs of the ancestors of the human race had developed into their present form much earlier than the skull had undergone the modifications that characterize the human head.

"Dr. Gieseler's researches have been on the human, or semi-human, remains found in Java—the famous pithecanthropus that has given rise to so much discussion—and also those found at Broken Hill, in South Africa.

"The learned Bavarian is firmly convinced that the pithecanthropus was a human being. He bases his belief especially on the fact that the holes in the skull corresponding to the eyes are much more like those of a man than those of an ape. He believes also that in both Java and Broken Hill a decisive proof of the human character of these remains is furnished by the leg bones, which differ completely from those of apes, and resemble much more closely the leg bones of modern man.

"Pursuing this line of thought, Dr. Gieseler shows that man has carried on his characteristic evolution by the transformation of the leg bones, whereas the most widely accepted theory is that the first sign by which primitive man is to be recognized is the form of the skull. It seems that we should believe that it was long habituation to walking on the lower limbs that was the prime factor of anatomical development to which the Apollo of our era owes the profile that gives him his prestige. What do the French scientists think about it?"

NEWS

for the owners of

Buick

◆

Hupmobile

◆

Auburn 8

◆

Graham-Paige

◆

Nash

We have proved in thousands of miles of test driving on the Atlantic City Speedway, and in hundreds of laboratory tests, that the New Mobiloil "BB" gives the greatest summer protection and adds the most power to Buick (1929, 1928, 1927 models), Nash (Advanced and Special Six 1929, 1928, 1927 models), Hupmobile (All 1929 and 1928 models), Graham-Paige (All 1929 and 1928 models), Auburn 8's (1929, 1928, 1927 models). If you own one of these cars remember to *ask for Mobiloil "BB."* The price is 35¢ a quart (price slightly higher in Rocky Mountain and Pacific Coast States), and there is a Mobiloil dealer always nearby.

Mobiloil "BB" is also recommended for other makes of cars. See Mobiloil Chart at the right. If your car is not listed in it, consult any Mobiloil dealer.

No matter which make of car you drive, the way to be sure of correct lubrication for your automobile engine is to buy oil according to the Mobiloil Chart.

Regular use of the New Mobiloil will keep the first-year feel in your engine for at least 30,000 miles.

VACUUM OIL COMPANY

Makers of high-quality lubricants for all types of machinery

FIND YOUR CAR

Here is a partial Mobiloil Chart covering most of the leading passenger cars made in the United States. Check up now. Find the correct grade of Mobiloil for *your* car. The recommendations below were made after practical and scientific tests of the New Mobiloil in your type of engine. Make this Mobiloil Chart your guide.

NAMES OF PASSENGER CARS	1929		1928		1927		1926	
	Engine		Engine		Engine		Engine	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Auburn, 6-66	....	....	....	....	....	....	A	A
" 8-cyl.	BB	Arc.	BB	Arc.	BB	Arc.	A	Arc.
" *other models*	A	Arc	A	Arc.	A	Arc.	A	A
Buick	BB	Arc.	BB	Arc.	BB	Arc.	A	Arc
Cadillac	BB	Arc.	BB	Arc	BB	Arc	BB	Arc.
Chandler Special Six	....	....	A	Arc	A	A	....	....
" *other models*	A	Arc.	A	Arc.	A	Arc.	A	Arc
Chevrolet	A	Arc	A	Arc	A	Arc	A	Arc.
Chrysler, 4-cyl.	....	....	A	Arc	A	Arc.	A	Arc.
" Imperial 80 and Imperial	BB	Arc	BB	Arc.	A	A	A	A
" *other models*	A	Arc	A	Arc.	A	A	A	A
Dodge Brothers	A	Arc.	A	Arc.	A	Arc.	A	Arc
Durant	A	Arc.	A	Arc.	....	....	A	Arc
Elcar, 8-cyl.	BB	Arc.	BB	Arc.	BB	Arc.	A	Arc.
" *other models*	A	Arc.	A	Arc.	A	Arc.	A	A
Erskine	A	Arc.	A	Arc.	A	Arc.	....	....
Essex	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Ford, Model A	A	Arc.	A	Arc.	....	....	....	....
" Model T	....	....	....	....	E	E	E	E
Franklin	BB	Arc.	BB	Arc.	BB	BB	BB	BB
Gardner, 8-cyl.	BB	Arc.	BB	Arc.	BB	Arc.	A	Arc.
" *other models*	....	....	....	....	....	....	A	A
Hudson	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile	BB	Arc.	BB	Arc	A	Arc.	A	Arc.
La Salle	BB	Arc.	BB	Arc	BB	Arc.	....	....
Lincoln	BB	Arc.	BB	Arc	BB	Arc.	BB	Arc
Marmon, 8-cyl.	A	Arc.	A	Arc	A	Arc	....	....
" *other models*	....	....	BB	A	A	A	A	A
Moon	A	Arc.	A	Arc.	A	Arc	A	Arc
Nash, Adv. & Sp. 6.	BB	Arc.	BB	Arc.	BB	Arc.	A	Arc.
" *other models*	A	Arc.	A	Arc	A	Arc.	A	Arc.
Oakland	A	Arc.	A	Arc	A	Arc.	A	Arc.
Oldsmobile	A	Arc.	A	Arc.	A	Arc	A	Arc.
Packard	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless, 72, 90, 91	BB	A	BB	A	BB	A	BB	A
" *other models*	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pontiac	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Whippet	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Willys-Knight, 4-cyl.	....	....	....	....	....	....	B	Arc.
" " 6-cyl.	BB	Arc.	BB	Arc.	BB	Arc	BB	Arc.

the New Mobiloil "BB"

CURRENT • POETRY

Unsolicited contributions to this department cannot be returned

SOME poems from the Ojibwe, the woods-Indian people of Wisconsin, are printed in the July *Scribner's*. They are put into English by Kenneth M. Ellis, brief but not in the terse Indian expression. Mr. Ellis calls them "Grains of Wild Rice," which he gleaned from Chief Sailing-Home-Once-in-Awhile. So we omit the attribution of author from the two we quote:

SIOUX CAPTIVE

My heart with lead seems burdened,
The trees I do not love.
Their branches clutter up the sky
And bar the blue above.

They mock me while I sleep,
The tamarack and pine
They make the wind to weep
His captive tears with mine.

The breeze and I are twain
Ojibwe holds in fee,
And my kiss is bought with pain
That he may pity me.

Blue water and green woods
He loves—but I the plain,
And the unencumbered sky
I shall never see again.

Kata'tawu'
Waya'bamagin'
Nin'gaodji'ma
Keget'
Nin'jawe'nimig'.

OLD SQUAW

Ai! Call yourself a man
My son—and well you may!
Now, scalp in belt and plume in hair—
Alas! But yesterday

You crept up to my knee
For a song about a star—
Now you are home again
With the bloody fruit of war!

The maidens' eyes grow bright,
Their bosoms rise and fall—
You smile on them. On me
You do not smile at all!

Ai! Call yourself a man!
I've had you while I may—
And your scalps I do not see,
But the stars of yesterday!

THAT prolific provider of humorous verse, Mr. James J. Montague, finds some fault with nature's distribution of her device of protective coloration. His plaint we read in the New York *Herald Tribune*:

A FEW WORDS OF CRITICISM

BY JAMES J. MONTAGUE

I fully agree with the poets
 Who tell us that Nature is grand,
But I have little praise for a few of her ways
 Which I find I cannot understand.
The bugs which arrive in my orchard,
 Leaving sheer desolation behind 'em,
When they go on their raids are arrayed in such shades
 That the wrens and the robins can't find 'em.

The aphids, those razor-jawed creatures
 Which are scattered around by the ants,
Are clad in a green of a translucent sheen
 That matches the stalks of the plants.
And by never a bug-eating songster
 Which over the garden has hovered
In a forage for food for his hungering brood
 The pirating mites are discovered.

The hen, although noisy, is useful
 Because of the eggs she will lay,
But a hawk or a kite as they pose in their flight
 Can see her a half mile away.
And the birds which make wonderful music
 Are a prey to the foes that beset them;
Their plumes are so bright that they glow in the night
 And the pot-hunting tomcats can get them.

So I file this complaint against Nature,
 Who is given, I hold, to mistakes.
I've contended for long that she's rather too strong
 For the worst of the creatures she makes,
For the most of her plentiful blessings
 I am filled with a sense of thanksgiving,
But I think that she errs in the habit of hers
 Of letting the pests go on living.

Do not be dismayed by the title in this *Harper's* poem. This is sublimated mathematics, and its real theme is a snake:

HIGHER MATHEMATICS

BY MARGARET EMERSON BAILEY

Not in slight nor in derision,
But with pencil-point precision,
He who made Pythagoras
Made the snake that parts the grass;
Made the texture of its skin
Parchment to work problems in.
He who drew an adder's spread
To a rhomboid at its head,
Let no ferrule falter loose
On the straight hypotenuse
Obliquely slanting the dull eye
Of the snake that rustles by.
Not the rod of Roman lictor
Could lay lashes any stricter
Than the stripes, exact and neat,
Parallels that will not meet,
Running straight from tip to tail
On a buckling coat of mail
Fashioned out of lozenges.
And as intricate as these—
Pointed triangle and square,
All the rigid shapes that are,
Octagon and pentagon,
He has deftly patterned on
Some unscrolled and rippling back
As a method of attack
Till every scale and single joint
Proves some problematic point,
Working out with subtlety
A divine Geometry.

WE take it that poets are not early risers, else there would be more tributes to the dawn. But one in *The Forum* attempts amends:

DAWN TRYST

BY GEOFFREY JOHNSON

Mad, O divinely mad, is the world in the morning
 at five;
Birds turn stars in the dimness, and stars are birds
 that sing,
Fluttering low in the blue with large, white, vivid
 wing,
And the very stones are alive.

A chaffinch but chips in the pale dead bronze of
 the sycamore,
Leafless, unlighted as yet—and out the melody
 rushes:
Starlings like rain, blackbirds like waterfalls,
 torrents of thrushes
And larks in a starry soar.

The world dissolves into music in a wild and
 rapturous storm;
The mellow mist of the moon and the milk-white
 mist of the ground
Wreathing in bridals of light and melodious marriage of sound
Seem music's visible form.

Floating, floating away is the world and the walls
 most strong
That hold you quietly breathing asleep in the mist
And high over all, our kin souls wreathe in a flame-white tryst
And float away like a song.

THE London *Daily Telegraph* of June 1 numbers thirteen women members of Parliament, but perhaps the versifier of *The Bystander* (London) thought to remove the jinx from the unlucky number by calling them fourteen:

OUR LADY MEMBERS

BY R. W.

No more in solitary grace
Is Nancy Astor seen
Supporting Mr. Scrymgeour
And Pussyfoot upon the floor
With fire and accent keen—
The women's numbers swell apace
And now they are fourteen.

There's Megan Lloyd George, look you, too—
The Libs.' appointed Queen;
There's Comride Mosley's lady wife
And Ellen, authoress of "Strife,"
In fact, to-day there's seen
Both views of red and blood of blue
Now that they are fourteen.

Con., Lib. and Lab., they all are there
To keep the party clean.
They mean to show that Woman can
Wave order papers like a man,
And show a touch of spleen
If members try to be unfair,
Now that they are fourteen.

This question, though, has got me beat,
Although I've racked my bean,
One little room is all they've got
And there is space for all the lot
To tidy up and clean?
Or will they powder in the street,
Now that they are fourteen?

IF Ravel's music is at hand, you will do well to play it over and see if his notes express the sad birds as well as these words in *The Irish Statesman* (Dublin):

SAD BIRDS

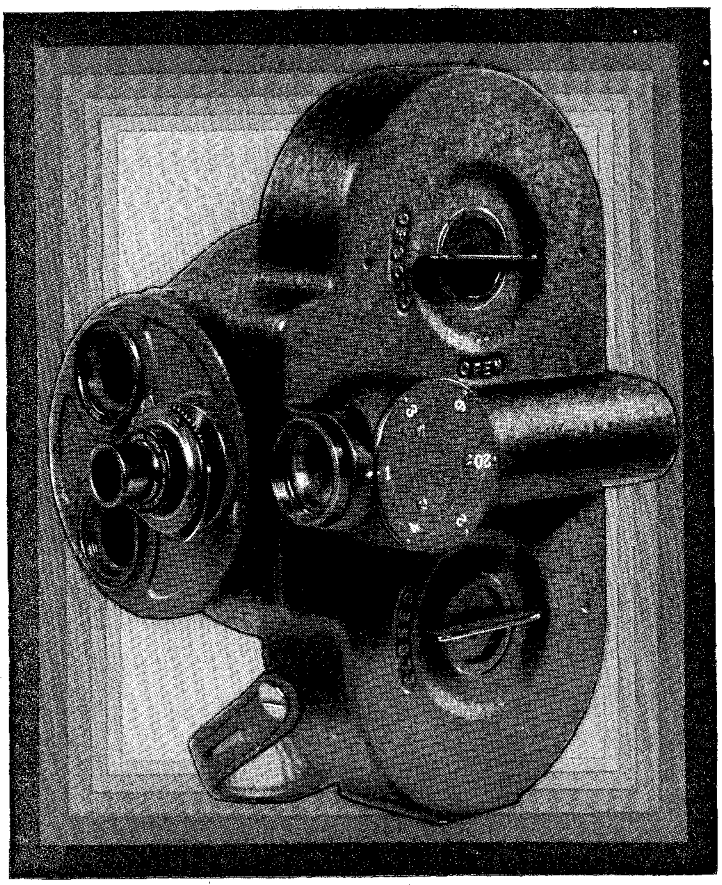
Suggested by the music of "Oiseaux Tristes" (Ravel)

BY IRENE HAUGH

Like this we sing all day, but we have no song.
We pine in this cage, we pine all day long,
Hung out over the street, watching the sky,
We two, sad birds, watching the rest soar by.

We'll never forget, never, never forget
The freedom we had, the life, our nests in the trees;
The rustling woods, the wind, the sun on the fields;
The rain and the long, wet grass; the shimmering
 leaves,
Hiding us snug within. Oh joy! when the sun
Came out. Oh songs, we'll never sing again.
Now we answer each other on two sad notes,
Longing and longing hung out by the window pane.
That brilliant song? The others! They're passing this way.
Oh whirl of wings! Oh thrilling, tremendous flight!
Not a thought for us. They circle and swoop.
 They're gone.
Like that, up and away and out of sight,
We used to fly. I feel it now, the wind on my
 wings,
Fluttering, flying; the song in my throat. I see
The earth below. I swoop towards the sun, up
And then down again to the top of a swaying tree.

For this we yearn all day, and we have no song.
We pine in this cage, we pine all day long.
Hung out over the street, watching the sky;
We two, sad birds, watching the rest soar by.



A PROFESSIONAL OPINION

on personal movie cameras

The exclusive use of Bell & Howell professional cameras these many years in producing picture plays made by Universal Pictures, has contributed a proper share to the building of this great cinema municipality known to the world as Universal City.

Your Filmo and Eyemo Cameras for the amateur, incorporating as they do your usual precision of manufacture, should, in my estimation, result in general home appreciation of the many niceties of motion picture making.

Very truly yours,

Carl Laemmle

Rivaled only by Bell & Howell studio cameras

the new 7 speed FILMO 70·D

Who can best advise you as to what personal movie camera to select? Professional producers! And none better than Carl Laemmle. Since *Hiawatha*, his first Universal picture, filmed eighteen years ago, he has used only Bell & Howell cameras. Among the 117 Bell & Howell's (worth over a half million dollars) now owned by Universal, you will find those first cameras, still operating perfectly.

With such expert endorsement, the new, vastly improved, and greatest personal movie camera in Bell & Howell's 22 years' experience is introduced—Filmo 70 D.

Close-ups, long shots, s-l-o-w motion, *faster* action . . . home movies such as were never known before are at your fingertips with the seven speeds, three-lens turret, and variable viewfinder of this amazing new star in personal moviedom.

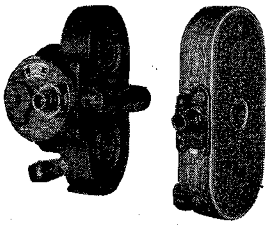
A toy? Far from it. An amateur camera? Only in its utter simplicity. Filmo 70 D is a small model of its $5,000 brothers in the professional field. Yet it costs but $245 and up in its Mayfair carrying case, equipped with SESAMEE lock. Ask your Filmo dealer to demonstrate Filmo 70 D, and write us for literature and the illustrated booklet, "What you see, you get."

Bell & Howell Co., *Dept. H*, 1803 Larchmont Ave., Chicago, Ill.
NEW YORK · HOLLYWOOD · LONDON (B.&H. Co., Ltd.) · *Established 1907*

BELL & HOWELL

Filmo

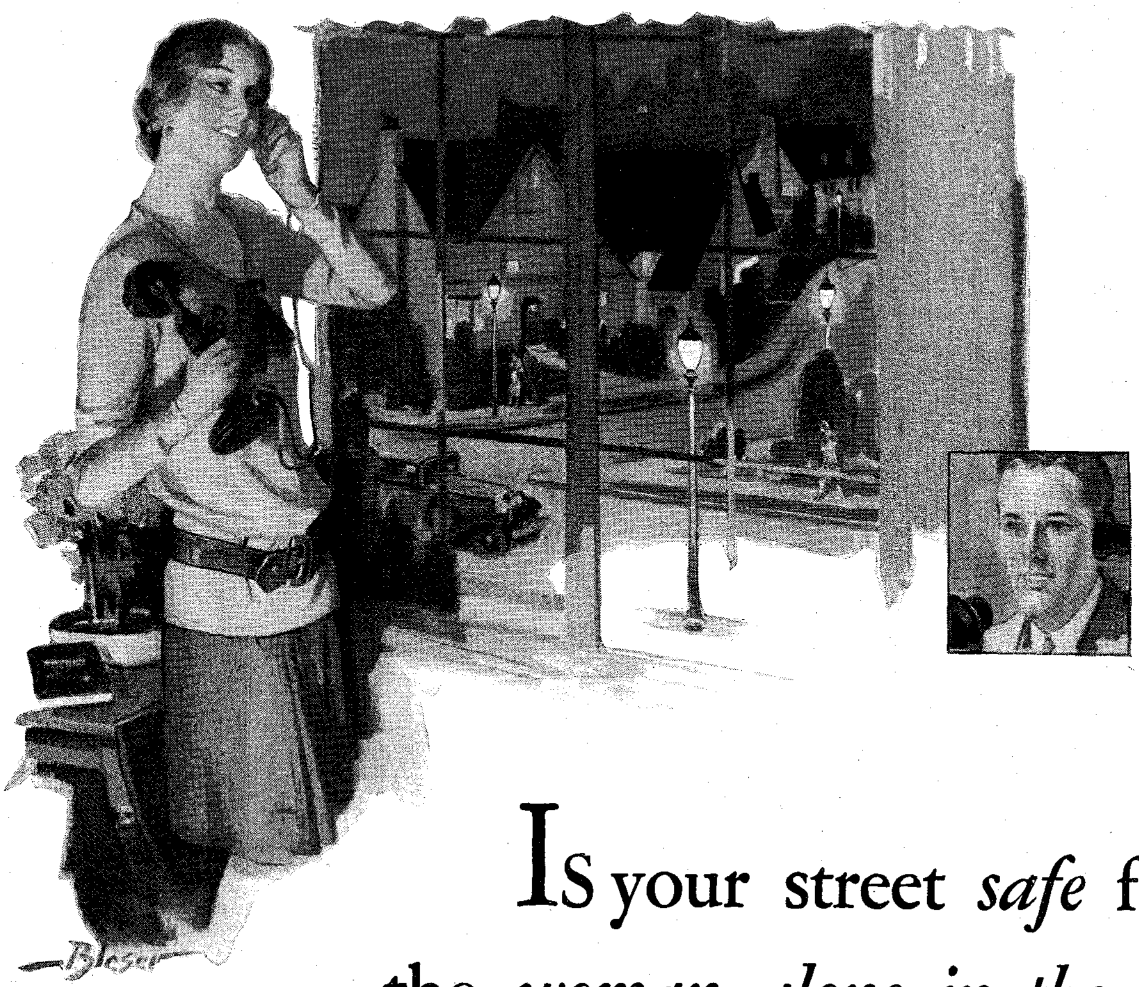
WHAT YOU SEE, YOU GET



(Left) Filmo 70 A, the original personal movie camera, surpassed only by Filmo 70 D, $180 and up with case.
(Right) Filmo 75, pocket size and aristocratic, $120 and up with case.

All Filmos take either a 50 or 100 foot roll of film

For black and white pictures, Filmo Cameras use Eastman Safety Film (16mm.) in the yellow box—both regular and panchromatic—obtainable at practically all dealers' handling cameras and supplies. Filmo Cameras and Filmo Projectors are adaptable, under license from Eastman Kodak Company, for use of Eastman Kodacolor film for home movies in full color. Cost of film covers developing and return postpaid, within the country where processed, ready to show at home or anywhere with Filmo Projector.



Is your street *safe* for the *woman alone in the house?*

AN evening conference, an unexpected business trip—perhaps your wife's frightened voice over the telephone expresses a terror quite unwarranted.

Why not summon Policeman Light to banish *fear*—and definitely reduce the chances of burglary? Isn't it time your community gave serious consideration to street lighting as a tried and proved investment, yielding rich returns both in civic progress and in public safety?

General Electric lighting specialists, working with your local power company, are ready at all times to aid in solving your community's lighting problems, and the G-E monogram is your assurance of quality in the materials and equipment installed. This same monogram appears on a multitude of electric appliances for home, office, and factory. It is an unfailing guide to electrical correctness and dependability.

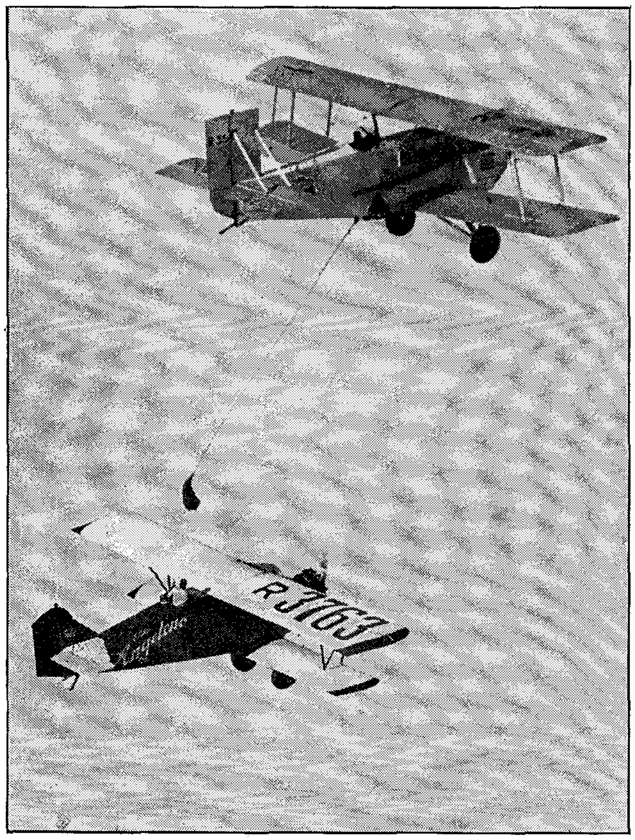
JOIN US IN THE GENERAL ELECTRIC HOUR, BROADCAST EVERY SATURDAY AT 8 P.M., E.S.T. ON A NATION-WIDE N.B.C. NETWORK

GENERAL ELECTRIC

PERSONAL ▾ GLIMPSES

TWO TOUGH *HOMBRES* IN A SECOND-HAND "CRATE"

HIGH FEVER IN THE HIGH AIR was worse than any other calamity that might have befallen the two tough and adventurous *hombres*. Worse than bumpy air or leaking gas tanks. Worse than motor trouble. Violently ill they became—and there are no doctors in the air. One must go down to the ground for them. But that the daring flyers would not do, tho strength of mind and body was at low ebb, and they could not see how they could achieve their objective. But they were determined to achieve it, nevertheless. So, in spite of fever and its accompanying dizziness and pains they flew on above the airport at Culver City, near Los Angeles, California. While one slept the other managed their craft. And how they drank! "It seemed as if we drank rivers of water," Loren Mendell and R. B. Reinhart wrote in the New York *American* after they had set their new airplane endurance record in a refueling flight—a record since excelled, of course, by Jackson and O'Brine in the *St. Louis Robin*, but without sacrificing a particle of the rare picturesqueness which the "two tough *hombres*" contributed to the ever-renewed tale of endurance flying. "Actually," they tell us, "each of us did drink about a gallon of water the first day, and we did not eat at all." But on the third day after their seizure, the weakness left the tortured bodies of the men. Their spirits rose. Flying their second-hand "crate," or plane, the *Angeleno*, powered with a second-hand motor, they proved that men as well as machines can stand up under terrific strain. Ever good-humored, they threw to their friends on the ground a series of facetious messages that showed their confidence. "Just keep those good chicken dinners coming up to us and we'll be all right for a long time yet," said one penciled note.



Underwood & Underwood photograph

MAKING A CONTACT AT EIGHTY MILES AN HOUR

Fuel, food, and small comforts were thus passed on board the endurance racer by the refueling plane, racing above it.

They did not come down until they had been aloft for more than 246 hours, more than ten days. And it was jammed controls that ended the flight, rather than physical breakdown or motor failure.

The essential facts of this most sensational of all endurance flights, which broke the previous record, a little more than 174 hours, by more than three days, are many. They can best be presented in this tabulated form, as drawn up by the Associated Press:

International Newsreel photograph

HERE ARE THE TWO TOUGH *HOMBRES*. THEIR SECOND-HAND "CRATE" IS BELOW

Being fairly hardboiled bird-men to begin with, Reinhart and Mendell (on the reader's left and right respectively) were able to mix some clowning with their triumphant airmanship.

Hours in air: 246 hours, 43 minutes, 2 seconds.
Miles flown: 19,760 (estimated).
Refueling contacts: 37.
Gasoline used: 4,085 gallons.
Speed: 80 miles an hour.
Start of flight: July 2 at 7:29:30 A. M., Culver City Airport.
End of flight: July 12, at 2:13:02 P. M.
Chief pilot: Loren W. Mendell, thirty years old, Los Angeles.
Co-pilot: Roland B. ("Pete") Reinhart, twenty-nine years old, Salem, Oregon.
Ship: Buhl air sedan, flown 17,000 miles before flight started.
Motor: Wright Whirlwind J-5, second-hand, reserviced before flight started, and after having already flown 450 hours; 220 horse-power, nine-cylinder, air-cooled; special hand-pump pressure grease feed to each rocker arm.
Oil used: 105 gallons.
Revolutions of motor: 24,453,000.
Sponsors: William G. McAdoo, William G. McAdoo, Jr., A. E. McManus, Jr., airport manager, and Paul Whittier, Jr., pilot refueling ship.
Refueling ship: Curtiss carrier pigeon, Liberty engine: used two engines during flight, burning out first. Refueling crew: Paul Whittier, Jr., and Slade Hulbert.

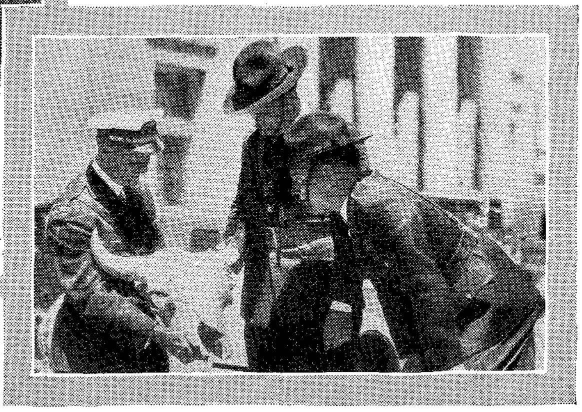
That Mendell and Reinhart have made a notable achievement in demonstrating so sensationally the staying powers of men and machine is the consensus of editorial opinion, which is well summed up by the South Bend *Tribune:*

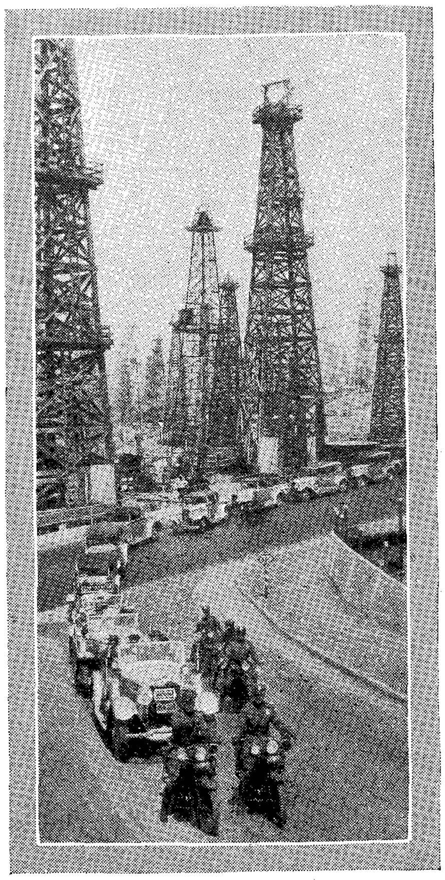
SILVER FLEET

to prove tire

SNOW . . . IN JUNE! Yes, that's snow beside the road over which the Fleet is traveling! This picture was snapped on one of the Fleet's side trips through the mountains of the Northwest. Mt. Shasta in the background.

TROPHY OF THE PLAINS. (*Below*) By contrast with other pictures on this page, study this! Commander Schaeffer is displaying a skull picked up in the plains-country crossed by the Fleet.





ON PARADE. Here's the way the Silver Fleet looked to West Coast motorists after trip across the country. Here it is stopped in the midst of a famous Western oil field.

THEY had sought the back trails, the byways, the detours, across the whole southern half of the country . . .

They were looking for punishment for tires . . . for obstacles to overcome . . . for difficulties to test the stamina of their 60 stock Silvertowns . . .

And then they reached Mt. Hood. A lofty summit capped in snow.

The beautiful roadway that looped around it leading up out of June into January.

The season was late . . . no car had yet dared the route . . . bad weather was promised before the summit was reached.

But here was another obstacle to overcome. Here another test, here the sort of harder-than-ordinary service that the Fleet has gone out of its way to find all the way across the country.

So up they went. Snow closed in on the roadway. A blizzard . . . the first blizzard Mt. Hood had known so late in the season . . . swept down upon them . . .

And tires . . . tires that had only a few weeks ago pitted themselves against desert heat and sand . . . now took over the job of holding laden cars on snow-greased highways! Tires that had already given enough service to earn themselves retirement carried those silver cars through without a side-slip or a skid.

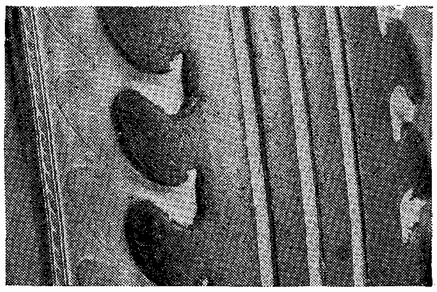
In this way, stock Silvertowns found the chance to prove the road-gripping power of that famous Silvertown tread.

Demonstrated again how Silvertowns hold their traction. How little of its power to grip the road the Silvertowns lose even under hardest service.

This fall, when driving rains turn boulevards into bands of greasy asphalt, you'll want that peace of mind that comes from a tread that grips. This winter, when snow and ice give streets the smoothness of wet glass, you'll want the security of tires that bite deep and hard.

Hard service this summer has taken its toll of your tires. Treads are no longer the sharp, clean-cut patterns they were...

The conquest of Mt. Hood and its blizzard has demonstrated that Silvertowns . . . even well-worn Silvertowns . . . do hold the road. See your nearest Goodrich dealer for the reasons *why* . . . and you will see the wisdom of replacing summer-worn rubber before fall's bad weather comes. The B. F. Goodrich Rubber Co., Est. 1870, Akron, Ohio. Pacific Goodrich Rubber Company, Los Angeles, Calif. In Canada: Canadian Goodrich Company, Kitchener, Ont.



19,000 MILES! Here's a Silver Fleet tire snapped after 19,000 miles of hard travel.

conquers MT. HOOD

traction after 19,000 miles

Goodrich Silvertown
Goodrich Cavalier
Goodrich Silvertown

THE FIRST TIRE at the right is SILVERTOWN DE LUXE, the finest tire that has ever been made. Superlative style with superlative service.

IN CENTER, the CAVALIER, a new low-priced, high-quality tire.

AT EXTREME RIGHT, the famous SILVERTOWN, standard of tire values, and identified by the road-gripping elliptical knob tread.

Goodrich Silvertowns

all this . IN ONE ROUND-THE-WORLD CRUISE

Countries of the six epochs that explain the world... Italy, Greece, Egypt, India, China, Japan. The four cities that round out the cosmopolite... Cairo, Calcutta, Shanghai, Peking. The two events that give the deepest thrill . . . Christmas in Bethlehem, New Year's Eve in Cairo. All made into a cruise so beautifully planned that you have 15 days in India and Ceylon, 16 days in China, 10 days through Japan. And still time for Sumatra, Java, Siam, Formosa and much else.

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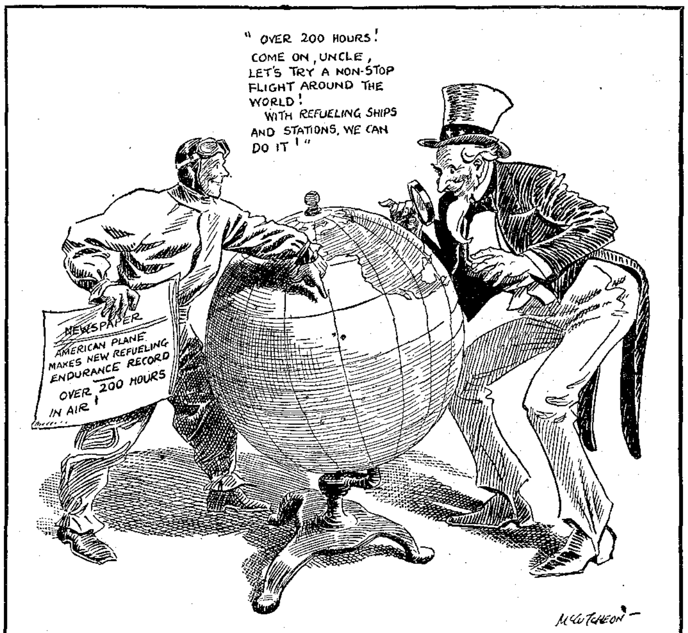
Canadian Pacific

PERSONAL GLIMPSES
Continued

As an endurance feat the accomplishment of Loren Mendell and R. B. Reinhart dwarfs everything in aviation history. The aviation horizon is brightened and broadened by this record. The non-stop flight around the world is brought closer by years. Refueling in the air has enabled men and motors to demonstrate their durability; and the result is astonishing.

Whether or not the Mendell-Reinhart record is immediately attacked by other fliers is an unimportant point. Mendell and Reinhart have proved that the non-stop flight around the world awaits only adequate facilities for refueling in the air.


"OVER 200 HOURS!
COME ON, UNCLE, LET'S TRY A NON-STOP FLIGHT AROUND THE WORLD!
WITH REFUELING SHIPS AND STATIONS, WE CAN DO IT!"
NEWSPAPER
AMERICAN PLANE MAKES NEW REFUELING ENDURANCE RECORD
OVER 200 HOURS IN AIR!
McCutcheon

Copyright, 1929, by the Chicago *Tribune*

THE NEXT GREAT GOAL OF THE FLYERS

—McCutcheon in the Chicago *Tribune*.

In some quarters, however, there is a disposition to question the value of any more of these spectacular flights, a viewpoint from which this New York *Sun* editorial is written:

> What is proved by keeping an airplane in the air for more than 240 hours has been as well proved by keeping it in the air for half as long or by a test of the engine on the factory block.
>
> Of human durability there may be something new to learn, but that durability has been applied to so many trivial and fantastic pursuits that the ultimate to be known about it still seems remote.
>
> When all that has been learned about both varieties of durability as a result of the Los Angeles flight and others is set down, of what use will this information be to the pilot starting out on an ordinary commercial flight? He should know, if he is familiar with the facts, that few accidents are caused by structural defects or failure of structure or engine, but rather by human failure—more specifically, generally, by failure of judgment. Repeated endurance flights may enable the industry to strike an average of durability; how practical any such average will be remains to be seen.

The strain involved in a flight such as that of the *Angeleno* can best be described by the fliers themselves. In their signed article in the New York *American* and other Hearst papers, Mendell and Reinhart tell graphically of what they endured, including two days of illness. The second day aloft ushered in the hardest period, we learn as we pursue the account. Thus:

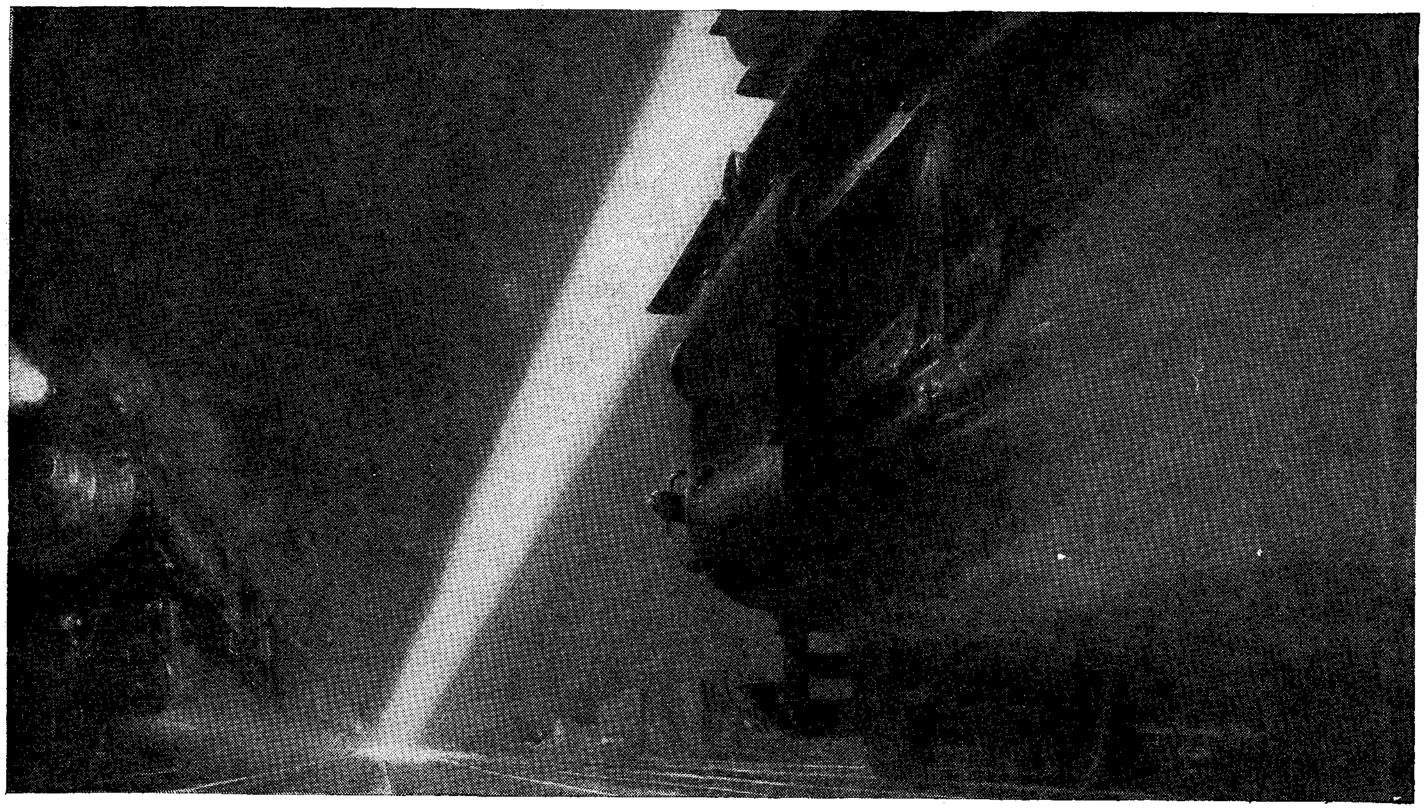
> We encountered heavy fogs in the morning, and when we tried to break through we misjudgd our distance and headed slap-bang into the Hollywood Mountains, missing one of the peaks apparently by inches. We could feel our wheels drag over the trees and we thought it was all over. But that stanch little ship of ours did not waver. She answered the stick beautifully, and by the time we had gotten away from the mountains we found good visibility at a 300-foot level.
>
> Our legs gave us the greatest trouble. They became tired and cramped and ached. We kept no regular schedule of time at the stick and hours of sleep. We did, however, try to accommodate ourselves to the conditions. When one of us became particularly tired, the other relieved him, regardless of shifts or schedules.
>
> Incidentally, in regard to the last point, we found when we became cramped and leg-sore—and that was very often—we could remedy the condition by rubbing our bodies with alcohol vigorously and supplementing this with a thorough towel massage. After this treatment we immediately noticed a remarkable improvement in our physical condition. That is how we used up all those bottles of alcohol we asked for.

Yet when this strain was over, every one and everything were found to have stood up well under the test. The *Angeleno* and her motor were in excellent condition. As for Mendell and Reinhart, let them speak for themselves, resting in hospital beds, as reported by the Associated Press:

> "I had no trouble landing," Mendell said. "It was as easy as tho I had just gone up and was coming down, but the tail was so heavy that I had to hold back on the stick with both hands to bring the ship down on an even keel.
>
> "Say, what are you keeping me in this bed for? I want to get out and do things and have a good time. I'm not tired at all. My legs are a little weak, and that surprizes me, for I didn't think they would be."
>
> Mendell looked healthy and invigorated, but Reinhart had a tired appearance about his face, and he was not hesitant to admit his fatigue.
>
> "We're all right," Reinhart said, as he glanced from his bed across to that of his partner, "but we wouldn't like to see any one else try this thing. It takes a lot of strength."
>
> "I'm pretty tired, I'll admit," Reinhart

Every midnight at 12:16 The Broadway meets The Broadway

[20 HOURS BETWEEN NEW YORK & CHICAGO]



Scarcely the variation of a minute in their meeting! At the same hour (12:16 A. M. Daylight Saving Time) night after night—a few miles east of Pittsburgh—these great Limiteds of the Pennsylvania Railroad pass on their swift 20-hour journeys between Chicago and New York—New York and Chicago.

How airy and bright—this diner in the morning! Crisp, white linen—sparkling glassware—Smiling waiters! . . . The Broadway takes pride in its dining cars—the appetizing dishes, the courteous service, rich appointments!

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WESTWARD DAILY—*Standard Time*

Leave New York:		
	Pennsylvania Station	1:55 P.M.
	Hudson Terminal	1:55 P.M.
	North Philadelphia	3:40 P.M.
Arrive Chicago:	Englewood	8:30 A.M.
	Union Station	8:55 A.M.

EASTWARD DAILY—*Standard Time*

Leave Chicago:	Union Station	11:40 A.M.
	Englewood	11:57 A.M.
Arrive North Philadelphia		6:54 A.M.
New York:	Hudson Terminal	8:42 A.M.
	Pennsylvania Station	8:40 A.M.

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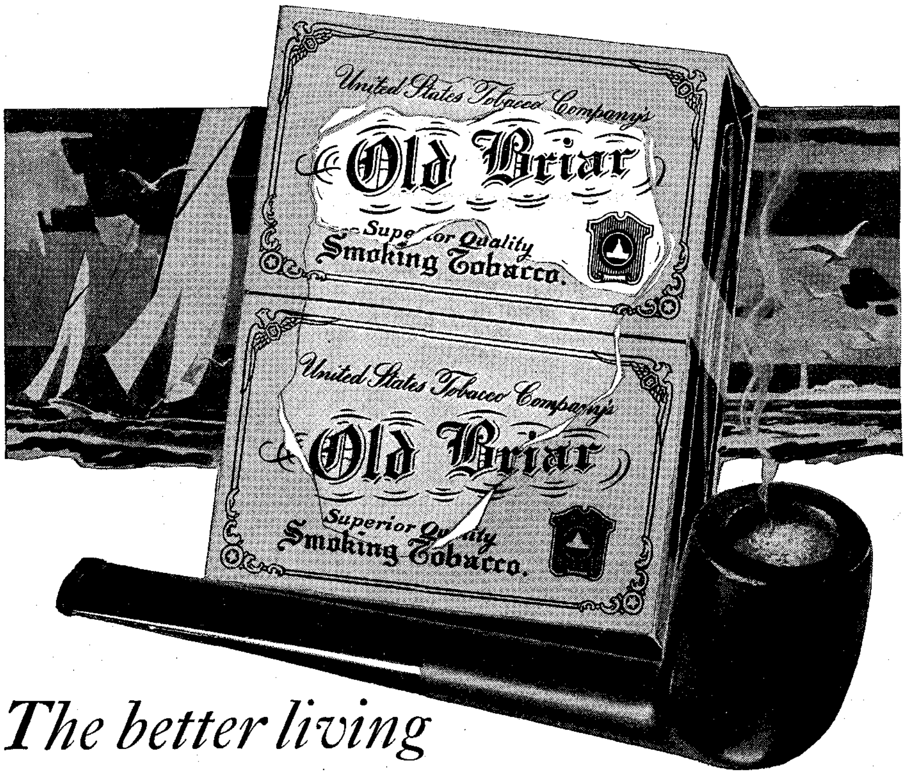

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The pleasure you have experienced from the comforts of better living can be completed in your tobacco when you adopt Old Briar as your own. Better tobacco dealers everywhere will be glad to supply you with Old Briar in the convenient package—*two separate pocket pouches, individually sealed, but wrapped together*—just as you see it above.

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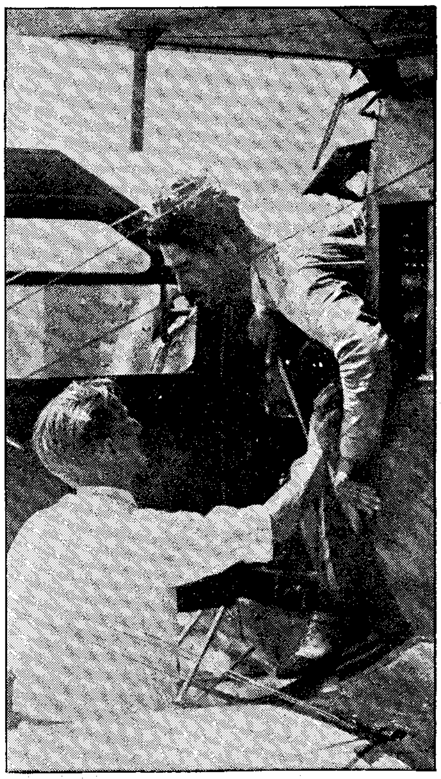
Print Name ____________
Address ____________
City ____________ State ____________
Dealer's Name ____________

OF ALL THE PLEASURES MAN ENJOYS PIPE SMOKING COSTS THE LEAST

added. "I don't want to do anything for about a week but sleep.

"I think about that refueling, that the propeller blast did some damage to that tail. The motor was perfect. I never saw a motor that ran prettier anywhere or any place."

In spite of what they endured, so high were the spirits of the tough ones that, as we have already noted, they sent down a veritable snow-storm of messages describing their experiences and wants. Some of these, reported by the Associated Press, follow:



P. & A. photograph

BRINGING HOME THE BACON

Stiff and tired, but happy, Chief Pilot Mendell is helped out of the "second-hand crate"

"We're going to stay up as long as the old motor hangs together. If it runs a month, we'll stay up a month. We both feel better than before we started. We're going to show you a regular he-man record. We're going to stick close to the field now, in case something happens. We told you when we went up we'd stay till the motor fell apart. We're going to do it, cause we're a couple of tough hombres. Thanks to all of you."

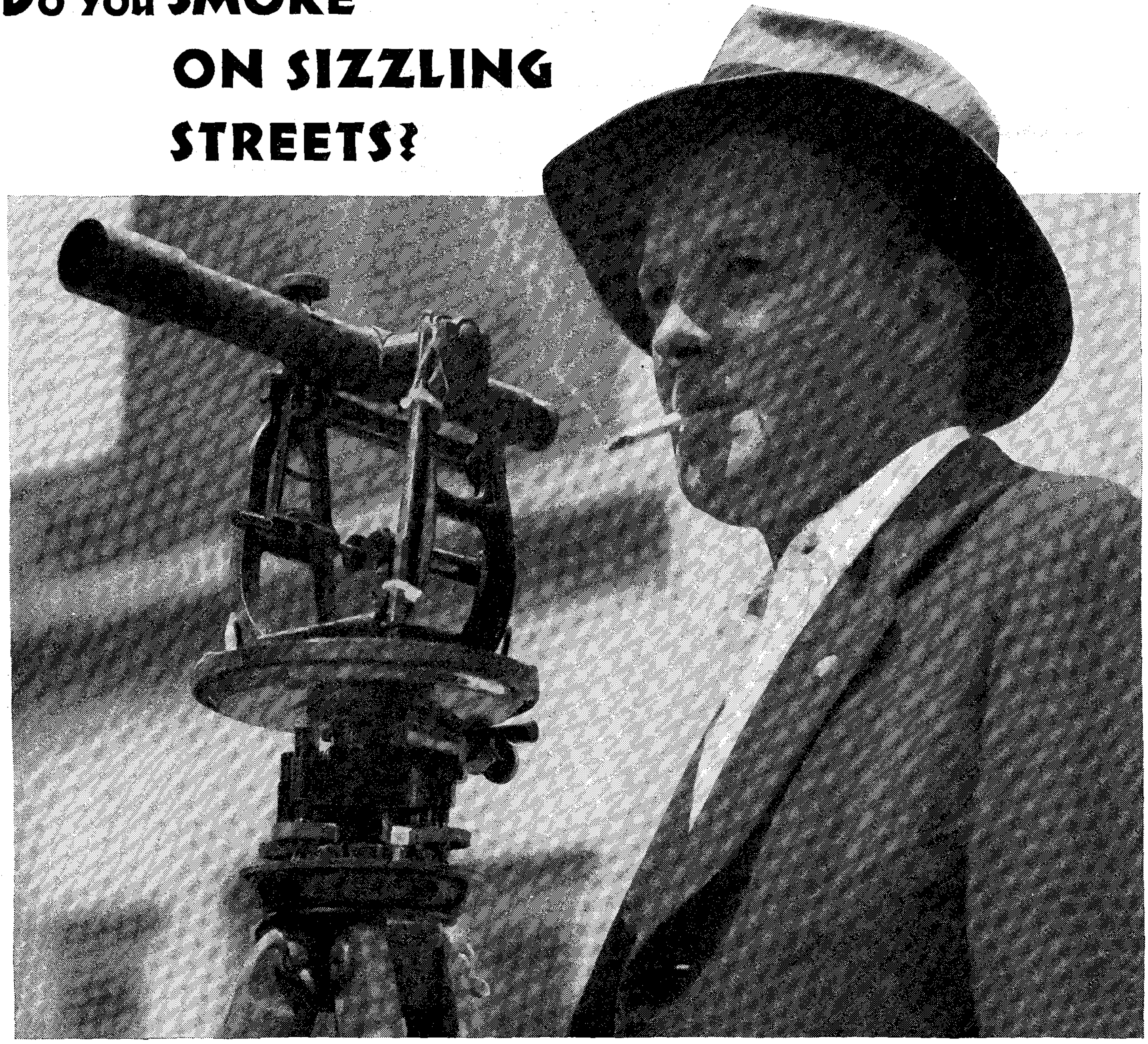
"Will take on light load. Looks like a low fog to-night. Will want an early morning refueling. Everything O. K."

"Tell that crowd if they wanta see us land to come back next Tuesday. We gonna stay up another hundred."

"Gas us again about 1:45. Awfully bumpy over the field. Make contact over the beach. Five gallons of oil, too. Old motor going great. Just like a clock. Doing 900 revolutions now, which is a little faster than when we started."

"Motor running fine. Send us 100 gallons gasoline, 3 P. M. Send up some

Do you SMOKE
ON SIZZLING
STREETS?



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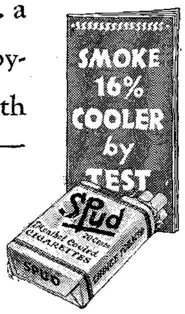

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PERSONAL GLIMPSES
Continued

window shades so we can have privacy. Tried take bath, but four airplanes flew by and had to quit. See you next week. Mendell."

"Please do not rush out when we land. We are tired. We have many things planned for the *Angeleno*. Want to keep it intact if possible. We expected to be up about 100 hours more, but want you all to help us get down safely, so please don't rush out and mob us when we land."

From the New York *World:*

"Come on up and bring us a big dinner. Everything fine and motor hitting perfectly. You know it's getting so a guy can't get any privacy anywhere. A guy just went by in a plane and was peeking in our cabin windows. We'll have to put up shades. Would have called a cop, but couldn't find one. Our whiskers are bothering us; they get in the controls."

And from the Los Angeles *Times:*

"If you think we're coming down to-night you are crazy. Before we started, you remember we all agreed that this flight was not to stop until all existing records had been broken. So stand ready to furnish us with fuel and we'll give you a real record to shoot at."

Speaking of this and other flights (we are reminded of the Jackson and O'Brine *St. Louis Robin* flight, which was launched on the heels of the *Angeleno* performance), the New York *Herald Tribune* confesses that events are coming so thick and fast that it is difficult to keep track of them. The air to-day "is like a circus," it says, "so full of wings that it bewilders the mind." Reading on:

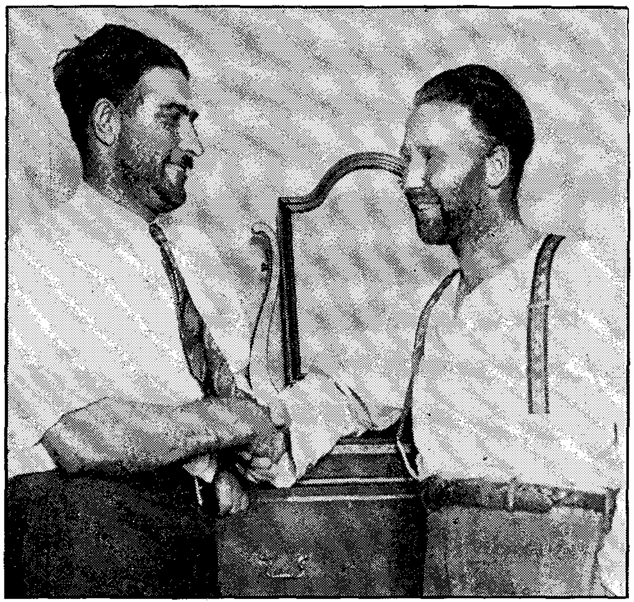
While Williams and Yancey, late of Old Orchard, Maine, were landing at Santander, Spain, the *'Untin' Bowler*, Berlin-bound from Chicago over the earth's cold shoulder, was feeling its way through an Arctic fog to its way station in Labrador. The last few months have been whirling us on toward a fulfilment of the dream of universal flight at a pace that exceeds all expectations.

This same journal also offers some reminiscent material that is useful in keeping the record up to date and in illustrating aviation's swift flight. On the day it was completed, we read, the Mendell-Reinhart record was the third endurance mark set up in seven weeks and the fourth this year. Furthermore:

Only three days before the west coast flyers came to earth, Roy L. Mitchell and Byron K. Newcomb landed in Cleveland after 174 hours, 59 seconds in the air. The two records were made in one week.

The record-making came forty-four days after James Kelly and R. L. Robbins made air history at Fort Worth, Texas, by flying their Ryan monoplane for 172 hours, 32 minutes, 1 second.

Six months and two days before the *Angeleno*, the first of the great refueled flights was completed at Los Angeles by the Army monoplane *Question Mark*, which flew what was then an unheard-of time of 150 hours, 40 minutes, 15 seconds. Six men were aboard the *Question Mark*, which for the first time demonstrated the possibilities of refueling in the air.



International Newsreel photograph

CONGRATULATIONS! SEE YOU AT THE BARBER'S

Those hombres looked tougher than ever, after their 246 hours in the air, and they dearly craved a few days' sleep.

Aviators have been setting time records since the first days of flying. In 1906, Santos-Dumont flew for 21 seconds in France. Two years later, Henri Farman, in the same country, stretched that to 3 minutes, 39 seconds.

Later that year, Wilbur Wright, also flying in France, became the first aviator to measure his flight by hours, staying up for 2 hours, 20 minutes and 23 seconds.

In 1912, Fourny, in France, flew 13 hours, 17 minutes and 57 seconds.

In 1920, Boussoutrot and Bernard, French aviators, became the first human beings to fly more than a day without touching ground, staying aloft 24 hours, 19 minutes, 7 seconds.

In 1921, Stinson and Bertaud extended this to 26 hours, 18 minutes, 35 seconds at Mineola, Long Island.

In 1924, Coupet and Drouhin, in France, flew 37 hours, 59 minutes, 10 seconds.

In 1924, Drouhin and Landry, in France, stayed in the air for 45 hours, 11 minutes and 59 seconds.

In 1927, Acosta and Chamberlin pushed the record over the two days' limit, flying for 51 hours, 11 minutes and 25 seconds at Mineola, Long Island.

In the same year Risticz and Edzard, in Germany, flew for 52 hours, 22 minutes and 31 seconds.

In 1928, Haldeman and Stinson, at Jacksonville, Florida, made the record of 53 hours, 36 minutes, 41 seconds, which stood until refueled flights became the vogue. Since then the laurels have passed to the flyers of the *Question Mark*, *Fort Worth*, *City of Cleveland*, and *Angeleno*.

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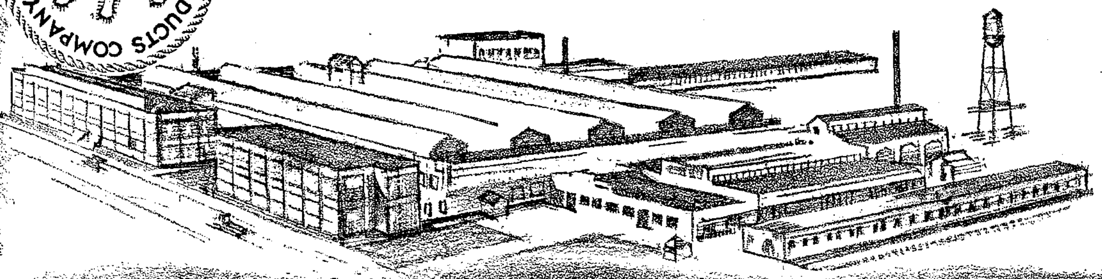

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KELLY, JAPAN'S ONLY HOBO

WITH an eyeshade, a portable typewriter, a silver cigaret-case with the emblem of Columbia University on it, and having already started his voluminous autobiography in English, Sanzo Kiuchi, better known as Kelly, started out to see the world and to clinch his claim to the title of the only dyed-in-the-wool hobo in Japan. The Japanese Empire, Oland D. Russell tells us in the New York *World*, has 80,000,000 inhabitants, but only one hobo, and that none other than Kelly. Of this distinction of his Kelly is sure, for he takes his vagabondage seriously, and he has tried for years, without success, to find a companion in the art of roaming. In a land where filial piety is a cardinal virtue, where the works of Jim Tully and Jack London have not been translated into the native language, and where, after all, it is only a thirty-six-hour journey from one tip of the country to the other, even the most adventurous of youths give never a thought to the profession of hoboing. For instance, we are told:

> There is no such practise as stealing a ride on the trains of Japan. Several factors contribute to this. In America, probably the first step in hoboing which attracts the small-town youths is the practise of trainmen swinging aboard moving cars. At the first opportunity the American boy tries it himself and experiences the first thrill of hoboing—catching a freight car "on the fly." In Japan the trainmen ordinarily wait until the car stops. There are no iron footholds leading to the tops of the cars, and on top there is no place to walk on the sloping roofs. As a result, it never occurs to the youth of Japan to "hop" a train.
>
> However, it did to Sanzo Kiuchi, born in Choshi, the farthest east city in Japan, the son of a village farmer. At the age of sixteen, with only a primary school education, he conceived a desire to see the world, and simultaneously decided if he were going to see the world with any degree of enjoyment he would have to learn the English language. No one in Choshi spoke English, but he knew any young man with his wits about him could learn English quickly enough in Tokyo.
>
> One night he ensconced himself between two freight-cars, said good-by to Choshi, and started for Tokyo to become eventually "Kelly," Japan's only hobo. Arriving in the capital, he made discreet inquiries among middle-school boys who, he knew, would likely be posted on such matters, and learned that axiomatic discovery among not a few Japanese schoolboys that "the best place to learn English" is the English language newspaper published in Tokyo and employing a small army of Japanese boys.
>
> Kiuchi slept that night, and many succeeding nights, in the crevice of two paper rolls in the press room of the paper. No explanations were needed. He was just another boy. Within six months he rose from press-room sweeper to head office boy in the news room, his goal, where he was to learn English. "Kiuchi" being too difficult for the American tongue, the American newspaper men gave him the name Kelly, and Kiuchi was quick to adopt it permanently, as it can be written without difficulty in the Japanese ideographs.

Kelly finished his preparatory course for seeing the world in two years. Then, Mr. Russell continues:

> He shipped on a Japanese liner bound round the world for London. In London he jumped ship and began a tour of the British Isles, which had a startling effect on his newly acquired knowledge of the American language. At times he literally starved both in English and Japanese, but by working at odd jobs he survived a six months' tour of the country and then drifted over to the continent. Wandering through Holland, Belgium, Germany and France, he finally made his way to Italy, where he reshipped on a Japanese liner for Tokyo.
>
> Back in Tokyo, he regained his job as office boy and worked every spare minute on his autobiography, which by this time, in manuscript form, had entered Volume II. For another year he quieted the wanderlust within him and then shipped on a cargo-ship for the South Seas. Returning he worked for a time as night translator with the Associated Press in Tokyo, but his too-diligent application to his autobiography caused him to be fired, whereupon he found a berth in a lumber ship for Vladivostok. In Russian Siberia he ran afoul of Communistic propaganda, but it dented him little, as is attested by his dispassionate discussion of the social doctrines in his widely diverse memoirs.
>
> On his last trip Kelly found to his disgust that salt-water sailors, as in America, are getting "too educated." Half a dozen of the coal-heavers and mess-boys aboard this 4,500-ton Japanese boat were boys with higher school education, and one had been graduated from a university in Japan.
>
> "Did they speak English?" Kelly was asked.
>
> "They said they did," he replied. "But when I tried to talk with them, I couldn't understand their English. So they all turned against me and said I couldn't speak English. I told them I had worked on an English-language newspaper for five years, and if I didn't know English, what did I know? Well, they said, you can't prove you know English, because when we talk to you you don't understand us."

Kelly rose to new heights, we are told, when an American columnist on the Japan *Advertiser* discovered him, quoted long excerpts from his unabridged autobiography, and wrote him up as Japan's only blown-in-the-glass hobo on Kelly's return from one of his long jaunts.

For a time then:

> It appeared that Kelly was on the verge of giving up his career as a hobo to become a man about town. His sartorial get-up changed gradually. When I last saw him he was wearing a straw hat with the colors of an American college fraternity, a tie of British regimental colors, Scotch tweed coat and vest and the striped trousers of a formal morning costume discarded by an obese correspondent. He carried a Malacca stick from Singapore, and twisted his vile Japanese cigarets into a green celluloid holder made in New Jersey.
>
> But his autobiography has never been neglected. By now, in MS. form, it is thicker than a New York telephone directory and he still adds to it with every new foray. He is not interested in getting it published yet. Several news correspondents from time to time have

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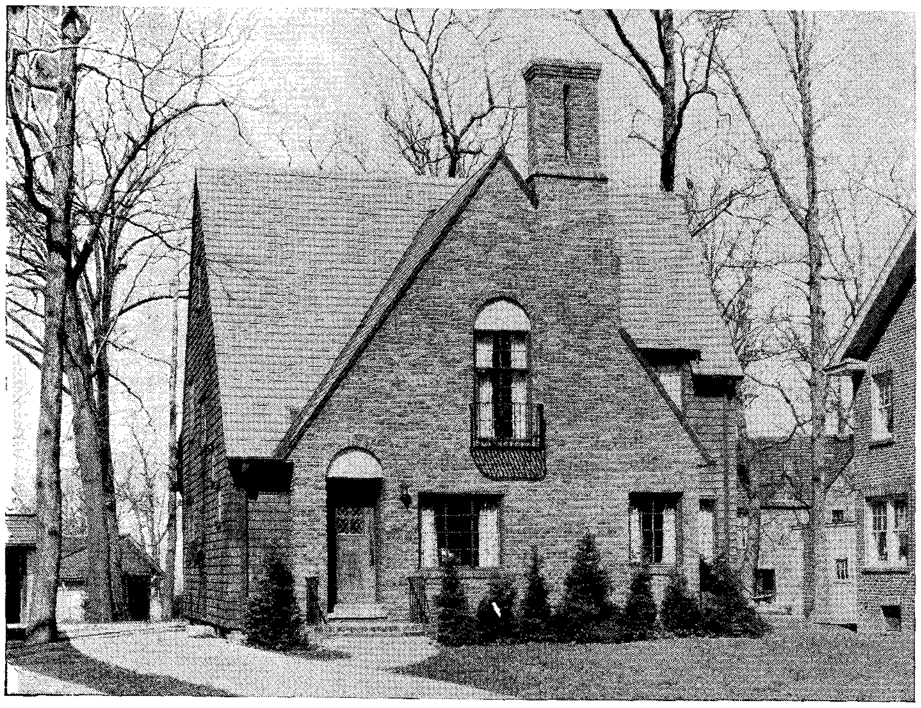

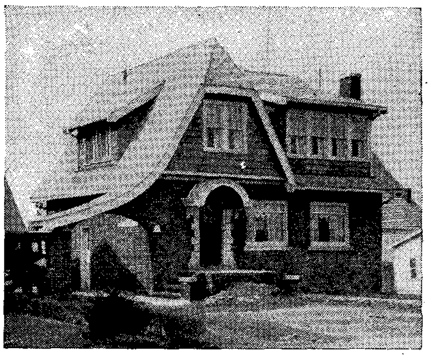

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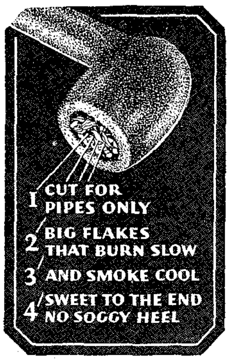
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PERSONAL GLIMPSES
Continued

attempted to interest themselves in Kelly's life story, but he puts them off. He has, he maintains, seen but little in his twenty-three years. He wants to come to America for a final splurge and, incidentally, the last volume of his memoirs. He was quite imprest with Trader Horn's achievements in the American literary field.

SEVENTY-FIVE YEARS WITH A ONE-RING CIRCUS

THE circus bug gave an extra deep bite to the sailor from the Great Lakes He had used his shore time in Chicago to visit the one-ring attraction that last day of the tenting season in 1853. The young man had his share of the wanderlust and a young man's love for adventure—and he decided to desert ships for the white tops, caravaning and the road. Like many a younger chap, when the circus had ended its performance he went around to the dressing-room. He introduced himself to "Doc" Gilkinson, a clown, and Charlie Tubbs, the all-round strong man and cannon-ball king

"What are you going to do this winter?" the sailor, whose name was Hiram Orton asked the circus stars.

"Hang around winter quarters and paint the wagons," the troupers replied indifferently, according to Earl Chapin May, who writes of the Orton circus in the New York *Herald Tribune* Magazine.

"Why don't you come home with me?" Hiram suggested.

"What for? You haven't got a circus," the troupers chorused.

"If you'll come to Portage, Wisconsin, with me, paint some wagons and train m children, I'll have a circus in the spring, declared the sailor with trouping aspirations. So "Doc" and Charlie went along with Hiram Orton, who deserted sails fo tented shows.

"Hiram 'found' them board and lodging. 'Doc' Gilkinson turned from painting his face to painting wagons. Instead o 'clown white' he used bright red. Tubb trained the older of Hiram's four sons an three daughters in bareback riding an acrobatics. In the spring Orton's circu went on the road, and during each successive season since then Hiram or his linea descendants have been on the road wit an Orton circus. This year there ar twenty-five Ortons with the show. Th Ortons are our oldest active circus family, Mr. May tells us as he begins to state h qualifications for writing on the subject:

> I know something about this Orton family because when my father was a callo youth he traveled at length with Hira Orton. In the vault of a bank at my ol home town, Rochelle, Illinois, is a littl leather-covered book whose pages bear, i Charlie Tubb's own writing, the route the Orton circus from 1856 to 1860. Th ink is faded, but the record's there.

In an era when the National Highwa

was innocent of "metal" or rock surfacing west of Maryland, and Kentucky turnpikes were about the only hard roads, my father, as assistant in charge of baggage stock, piloted the property of Hiram Orton from Minnesota to Texas and Florida over rural highways and woodsy trails. Twice each day he "doubled" as ringmaster, exchanged quips with the clown and cracked his whip during afternoon and evening performances. At two each morning he started out and "railed the road" for the caravan. If rails from a stake-and-rider fence were not obtainable he laid a bunch of grass across the road. This was a signal for his followers to take the other fork or turn.

The grand, free, glittering street parade was formed outside the "next stand," which the caravan reached sometimes by noon after twenty or thirty miles of driving. Removing signs of travel in a wayside stream, the members of the little company donned red coats, the horses' heads were adorned with plumes, the band blared sensationally, and the circus rumbled through Main Street to the circus grounds. There it "pitched," performed twice and "tore down" again. A merry life, good gentlemen! This was the program on Christmas Day, at Monroe, Louisiana, in 1856, and on hundreds of other circus days for the Ortons and for their contemporaries as well.

Amid riots with "towners," or villagers, yellow-fever quarantines, fire, floods, heat, dust, mud, and snow-storms the Orton family got its start. Since that beginning in the '50s many circus kings have mounted sawdust thrones and have been worshiped by new crops of kids. The kingdoms of these tented monarchs have moved across the continent on railroad trains. Theirs have been "railroad shows" instead of "mud shows." In the meanwhile the Ortons have calmly moved along with horses furnishing motive power, except for a motor-truck or two and some traveling homes on auto chassis.

When my father trouped with the Ortons the law permitted apprenticeships. Nearly every one traveled by wagon or buggy then, and thirty miles was a good, long journey, to the clank of harness, the champ of bits. If any small boy got the circus fever, or thought folks were not kind to him, he ran away with a circus company and was lost to his people indefinitely. Some circus man apprenticed him and made him a rider or an acrobat.

Under such pioneering conditions Hiram Orton's son, Miles, who was taught by Charlie Tubbs to be "the world's greatest living bareback rider," apprenticed and trained Bernie, Claude, Leon, Frank, Jessie, and Ivy Orton, tho none of these stars of the tanbark ring became members of the Orton family legally.

Circus folk must be versatile. As evidence of this, it wasn't so many years ago that one of the male members of the Orton family was playing his part in a "ladies'" band—one of the circus parade features. All Orton boys are musical, it is explained as we read on:

> As there were not enough ladies to go around, one of them made up in female costume. In skirts and feathered hat, he played soulfully and harmoniously on the cornet.
>
> This boy narrowly escaped death in a shooting affray once when the Ortons were showing in a Texas town. When night fell a group of wild young cowboys descended on the circus tents and shot at everything

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Do you know what becomes of your personal property if you do not make a will? By the way, do you also know that the late Chief Justice White of the U. S. Supreme Court made one of the shortest wills ever drawn? *It is a model of its kind—only 51 words—but we can all benefit* by reading it.

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PERSONAL GLIMPSES
Continued

in sight. One of these things was the Orton boy, who was wounded three times before he escaped. He recovered in a hospital and rejoined his family's show later.

Altho they often have driven along dark roads late at night, highwaymen have seldom bothered them. Of course, they carry much cash with them, because banks are not open after the night performance. But they are protected from hold-ups by a sort of sympathy—a feeling that life is hard enough for circus people anyway—and by their reputation, often earned, of being able to take care of themselves.

All circus companies are families, because they travel and live by themselves. But the Orton company is so much a family that its members have little in common with other people. They do meet familiar faces in playing the same towns year after year, and Mother Orton, white-haired and genial, holds informal receptions on each circus lot. She's in the sixties, but always young.

Folks salute her at the office wagon or when she takes tickets at the tent's front door with, "Hello, Mother Orton. How's all the family?" To which she replies, "Fine. How's yours?" But her family is not especially keen for "towners." All non-professionals are "towners" in circus vernacular, just as all circus people are "troupers." These troupers are interested only in circuses and performances. The boys and girls are trained that way.

In winter the barn at Adel, Iowa, is the youngsters' gymnasium, in summer it is their big top and the circus ring. From babyhood until their fifth year Orton kiddies romp around with ponies, horses, monkeys or elephants. At five they take lessons in back bending, contortion, and acrobatics. A flip-flap, back-handspring or somersault is part of an Orton "daily dozen." Each young Orton does his or her setting-up exercises on trapeze bars or Roman rings. They exercise under parental tutelage and enjoy it—they were born with circus blood in them.

Some of them hope to walk the wire. They are encouraged by Maru Tokey, a little Jap who has been a part of the Orton company for fifteen years. In summer he juggles barrels with his feet. Between shows he coaches the Orton kids. In winter he presides over a circus school. His pupils delight in imitating him.

These youngsters are schooled in their work so gradually that injuries are almost impossible and they grow into a sturdy lot. All of them want to be bareback riders, for the riders are the kings and queens of circusdom, the real tights-and-spangles aristocrats. Sometime in his life each Orton rides. In the homestead barn during the early spring, or between performances when on the road, a fat, white horse with a broad, flat back, is led into the magic circus ring. A small boy or girl is put on him. This student wears rompers, probably. Silk tights are reserved for performances; economy is necessary in circusing.

Before the "rosin-back"—as all "principle" horses are known to circus people—is allowed to walk, canter or lope, a belt is fastened around the student's waist. A rope attached to this safety belt is led over a pulley to a long wooden arm which projects from the circus center pole, the pole which holds the big top up. The rope runs along the arm, through another pulley and down the pole, where it is held by the riding teacher.

When the student stands up on the loping horses and leaps or tries a somersault and comes down where the horse's back is not, or loses his balance and falls off, the teacher pulls hard on the rope, the student dangles safely in midair and is lowered carefully by his teacher. Circus riding is taught like that. That's why there are so few injuries.

Tho they own rich farms near Adel and the neighboring town of Ortonville, the Ortons impatiently await each spring, in the mean while "practising new stunts, training wild animals, sewing spangles and sequins on their costumes and painting show wagons with gaudy colors." Some of the children go to local public schools, tho the Orton school is with them when they are traveling. "I mean schoolbook school as well as the tanbark school," says Mr. May as he tells us more of circus life:

> The Ortons travel 4,000 miles in one tented season, from Manitoba to Texas and back home again. Three elephants walk this distance annually, and, if you ask them, thoroughly enjoy the scenery.
>
> The Orton tribe has recently met tragedies. Criley Orton, tho only forty-one, died suddenly as the season opened, from a clot on the brain, the doctors said. "Jennie Lockhart," an elephant, soon followed. "Jennie" came over from India with the performing Lockhart elephants, long featured with the Ringling show. When "Hero," for many years the Ortons' only elephant, went mad at Elkton, South Dakota, and was shot to death during the season of 1916, "Jennie" was purchased.
>
> "Jennie" was a kindly soul. All winter little Ortons played between her legs. Each summer she lifted countless "towner" children on to her head. Last spring the Ortons gave her two small elephantine companions, "Elsie" and "Sadie." "Jennie" was tall and stately. "Elsie" and "Sadie" were juveniles. Tho "Jennie" had seen ninety summers she went over the road at a merry clip—about five miles an hour if her corns didn't hurt her. "Elsie" and "Sadie" would linger beside the road to toss dirt on their backs or eat grass thoughtfully, and then scamper to catch up with their herd boss, sometimes to the terror of motorists. Old "Jennie" lay down this spring, and passed on peacefully. This year the show has another elephant.
>
> Join the throng in the first big tent and enjoy the lions and tigers and everything, and then follow your neighbors into the bigger tent and sit with them on the blue seats. The circus band, made up largely of Ortons, obliges with traditional, fast-tempoed music. Soon after the last note dies, Nellie Orton deserts her popcorn stand to do the principal bareback riding act. Grace Orton, officially secretary and treasurer, dances gracefully on a wire or does other feats of skill and agility. The current Miles Orton acts as clown, then takes off "clown white" and in tights and spangles performs thrilling aerial feats before he exits, only to return later in an Indian riding act.
>
> Ortons of the fourth generation present drills by ponies, to the delight of the "towner" children. Two very small Orton girls gain applause as acrobats and contortionists. Most of the program is given by Ortons, tho Maru Tokey, the Japanese, juggles barrels and parasols with his feet, and other talent outside the family disports to make a village holiday.

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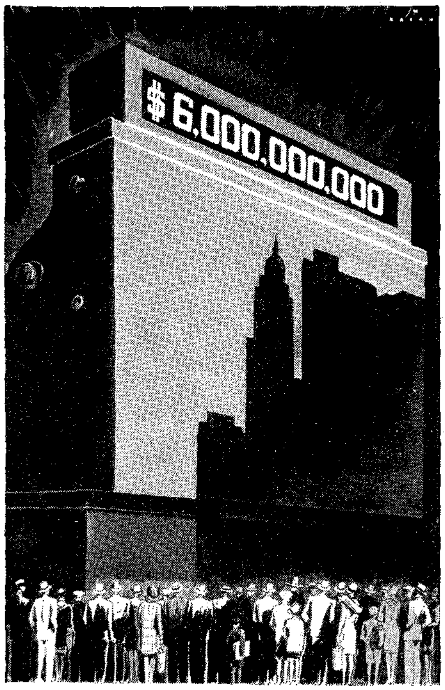

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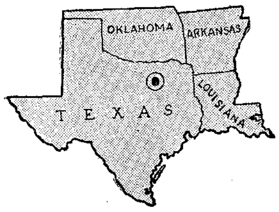

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INVESTMENTS AND FINANCE

THE NEW RAILROAD HOLDING COMPANIES

THE FORMATION OF HOLDING COMPANIES by some of the important railroad systems is a new factor in the rail-merger situation which seems to *The Wall Street Journal* to be taking precedence over any actual consolidation agreements. In particular, the activities of the Alleghany Corporation, controlled by the Van Sweringen interests, and the Pennsylvania's Pennroad Corporation are much in the public eye. These activities, the New York *Journal of Commerce* insists, "may work a fundamental change in the position of the carriers under the current régime of rigid governmental regulation." The point is made that:

> These holding companies, which are engaged in acquiring control of individual railroads through purchase of their securities in the open market, do not operate railroad properties, and as such they do not come under the jurisdiction of the Interstate Commerce Commission. As in the case of the public-utility holding companies, these corporations do not have to resort constantly to regulatory bodies to get permission to carry on their business in its essential phases.

We have had railroad holding companies before, but with a difference, for, as *The Journal of Commerce* reminds us, they were always holding companies for individual railroad properties:

> Thus, the Atlantic Coast Line Company of Connecticut has controlled for decades the Atlantic Coast Line system, and the Pennsylvania Company has controlled the Pennsylvania lines west of Pittsburgh. The Western Pacific has been controlled by such a special holding company since 1916, and latterly the Chesapeake Corporation has acted as a holding company for the controlling interest in the Chesapeake & Ohio.

But such holding companies as the Alleghany and Pennroad corporations are concerns of an entirely different type, we are told:

> They control large amounts of free capital, and are at liberty to purchase the stock of any railroad either for investment or control. Conceivably, there is nothing to stop such holding companies from acquiring any number of railroad properties, just as the new public-utility holding companies have been acquiring numerous operating properties during the past few months.
>
> Of course, it will be argued, these holding companies merely retain the control of operating railroads, and the latter are still subject, as regards rates, etc., to the regulatory commission. But the holding company obviously can carry out consolidations without permission of the commission; it can bring about communities of interest in the same way, and it can raise money for railroad purposes from the public in any way that it pleases, thus largely neutralizing the complicated system of financial regulation which has been evolved since 1920.

Perhaps, it is suggested, these holding companies are a legitimate "reaction to the efforts of Congress and the Interstate Commerce Commission to burden the carriers with an unbearable system of regulation," and perhaps they are "a normal outgrowth from the muddled consolidation policy of the Commission and its vacillating attempts to work out standard practises in railroad financing." But *The Journal of Commerce* is aware that "there is a strong body of public opinion in this country which favors our present system of railroad regulation," and "Congress apparently feels the same way about it." Therefore—

> It is up to Congress to take cognizance of this holding-company movement, recognizing it as the result of a loophole in the law, and either specifically exempt these companies or include them within the scope of the Transportation Act of 1920, compelling them to get permission before acquiring control of other railroads. It should also give some attention to their capitalization. Otherwise, the transportation field will constitute another partial exception to the President's broad program of strict law enforcement.

AVIATION MERGERS AND THE INVESTOR

WHILE "BIG BUSINESS IS DEFINITELY taking over aviation and making it over on a gigantic scale," as illustrated by the recent Curtiss-Wright merger and other important consolidations, "the public has reason to be wary," advises the Philadelphia *Evening Public Ledger*. There will be plenty of legitimate groupings of successful enterprises, but there will also be "many fine schemes with nothing behind them but expensive promises." In other words:

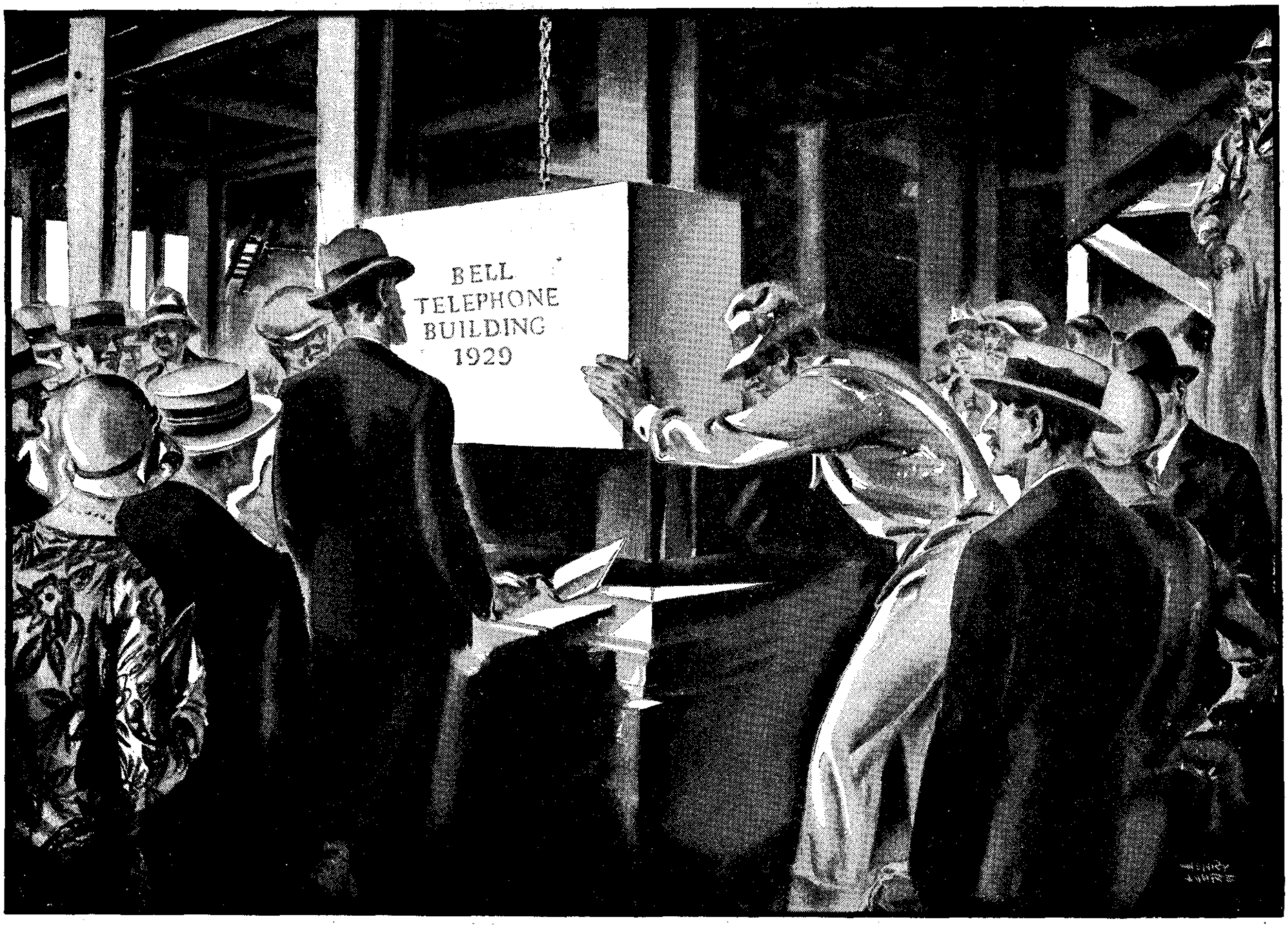
> There will be plenty to sell the air-minded investor a slice of the bright blue sky in the fair name of aviation. Every new industry has such camp-followers, who will not be scrupulous while the customer continues to be credulous.
>
> Not all that has an airplane on its prospectus is worth a flier. Unless the investing public considers the real worth of aviation stock at least as carefully as it considers the assets, liabilities, earnings, and prospects of a familiar utility, there will shortly be a lot of fingers burned in the market.

The ability of investment houses to raise large sums of money to float new aviation companies "is at once the delight and dismay of observers in the investment market," writes C. R. Adams, of Adams & Peck, in the financial section of the New York *Herald Tribune:*

> It is a great thing that aviation should have attracted such great popular favor that it can readily raise funds for almost any aeronautical enterprise. On the other hand, it stands to reason that only a comparatively small proportion of all the new issues will ultimately succeed in the degree that their promoters expect.
>
> At this very moment, the impression seems to be getting around that there is near at hand a striking readjustment in aviation securities. Most dealers in aviation stocks will probably assent to this view of the situation. The problem for the investor would appear to be one of separating the sheep from the goats. Is it possible to effect such a separation?

The writer in *The Herald Tribune* believes that it is, and for these reasons:

> In the first place, it seems a reasonable conclusion that the investor need have no fears regarding the five great merger groupings or the companies affiliated with them. If readjustments occur, it will not be these companies that suffer, altho their securities may be affected marketwise. Still less will it be the automobile-manufacturing companies and other large industrial concerns that have interested themselves in aviation. The danger in readjustment will lie in the numberless small companies which, operating on a shoestring, lack financial backing, skill in management, and diversification of activity.
>
> Commercial aviation may have been built up by individuals and small concerns, but the day of the latter has gone. Their work has been taken over by the larger merger groupings and by the other large companies which have entered the industry. To-day the small concern is confronted with the problem of competing with the big units having everything to work with—skilled and experienced business management, large capital resources, great research and engineering organizations, and merchandising ability.
>
> Some small concerns will be able to carry on such competition because of sheer excellence of their product and able management. Many which have something that the big fellows want will be taken over; the big merger groupings are by no means completely organized—in fact, new acquisitions of small companies are being announced daily. Furthermore, there is good reason to believe that some companies, now comparatively small, may soon become powerful units and become parent companies of new merger groupings on their own account.
>
> The purchase of aviation securities offers to the investor great opportunities for future profit, provided only that the aviation-security buyer will use proper discretion in his commitments. He will use best judgment if he will buy only the stocks of those companies which are assured of experienced and able management and sufficient diversification of activity to assure ability



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WHERE THE MOTORIST'S MONEY GOES

A RISE of $64 since last year in the cost of operating an automobile, according to the president of the American Motorists Association, does not indicate that maintenance and operation costs are necessarily increasing. The difference between the 1927 figure of $229 and the 1928 figure of $293—a matter of 28 per cent.—is explained, it seems, by the fact that, with better highways available each year, the average motorist uses his automobile proportionately more. At any rate, the Association gives us the figures, and leaves us to extract as much elation as we can from them. Says a New York *World* item:

An average of $293 was spent by each motorist in the United States during 1928 in the operation and maintenance of his car, according to figures compiled by the American Motorists Association. Of this sum $101, or 34 per cent., was expended for fuel and lubricants, this being the largest item in the motorist's annual operation and maintenance bill.

The $293 figure does not take into account depreciation. The average life of a passenger automobile, according to a computation of the Government, is approximately seven years. During 1928 the average retail price of passenger cars in the United States was $875, which, based on a seven-year life expectancy, would mean an average depreciation of $125 per year. From this figure, plus the average upkeep cost of $293, it will be seen that the general average cost of operation, plus depreciation, was $418 per year, or approximately $1.14 per day. The comparable figure for 1927 shows that the average cost of operation, plus depreciation, was $365 for that year, or $1 per day.

The second largest item on the motorist's maintenance bill is for labor incident to repair work, the motorist expending in 1928 for this item an average of $82. His replacement parts cost him $55, while his average tire bill, during the year, was $34. An average of $21 was expended for accessories which, with the $101 spent for gasoline and oil, make up the total of $293 as the average cost of maintenance for each motor vehicle for 1928.

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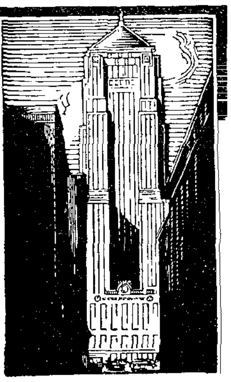

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CURRENT EVENTS

FOREIGN

July 17.—Soviet Russia breaks off diplomatic relations with China in the dispute over the Chinese Eastern Railway in Manchuria.

Commissioner Frederick St. George Booth-Tucker, Salvation Army leader, dies in London. He was 76.

July 18.—Massing of Russian and Chinese troops along the Siberian-Manchurian border is reported, and martial law is proclaimed at Harbin, Manchuria.

July 19.—Commissar of Railroads Jan Rudzutak informs American correspondents that Soviet Russia will not invade China unless the Chinese attack the Russians.

July 20.—President Chiang Kai-shek appeals to China's military leaders and to the public to "stand united against the menace of Soviet Russia," while Jan Rudzutak, acting head of the Soviet Government, says that Russia will stand loyally by the Kellogg anti-war pact, unless the Chinese Government commits a warlike act.

July 21.—The French Chamber of Deputies ratifies the debt agreements with the United States and Great Britain by a majority of eight votes.

The Chinese Government issues a manifesto saying that Communist propaganda had forced it to adopt measures of self-defense, and that the responsibility for the disturbance of world peace must rest upon the Soviet Government.

Russian airplanes are reported over Pogranichnaya, a city near the border of Eastern Manchuria.

July 22.—The Chinese Government expresses its willingness to submit its dispute with Russia to the League of Nations, or to the Powers signatory to the Briand-Kellogg anti-war pact. Soviet Russia rejects the offer of Foreign Minister Briand of France to mediate.

Recent earthquakes and landslides in Northern Anatolia are reported to have caused the death of 1,000 people and to have rendered 10,000 homeless.

July 23.—The Northeastern Provincial Governments of China, the three composing Manchuria, issue a statement declaring that Soviet Russia had actually begun hostilities by seizing Chinese cargo boats and freight-trains, and sending airplanes over Chinese territory.

The Chilean Government signs the Briand-Kellogg anti-war pact.

DOMESTIC

July 17.—Charles Forepaugh, a founder of the Forepaugh Aggregation, the famous circus and menagerie of the past century, dies at West Burlington, New Jersey. He was ninety-one.

July 18.—The Conference of Governors, meeting in New London, Connecticut, sidetrack George W. Wickersham's proposal for closer cooperation between the States and the Federal Government in the enforcement of Prohibition and for a division of authority between these two agencies in the administration of the Prohibition law.

Nine people are killed in the wreck of a passenger train of the Chicago, Rock

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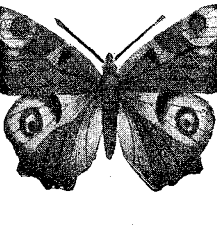

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Island and Pacific Railroad, while crossing a bridge near Stratton, Colorado.

July 19.—After consulting with the British, French, Japanese, and Chinese Ambassadors, Secretary of State Stimson reminds Russia and China that both are under obligation, as signatories of the Briand-Kellogg anti-war pact, to settle their dispute over the Chinese Eastern Railway by pacific means.

The embargo against shipment of arms to Mexico has been raised by proclamation of President Hoover, it is announced.

President Hoover estimates that the cost of government in the fiscal year 1933 will reach $1,148,800,000, as compared with expenditures of $790,300,000 in the fiscal year 1926 and $840,100,000 in 1928. This increase is due to the cost of maintaining the Army and Navy, the cost of public-work projects, and to the post-office deficit.

July 21.—The British Ambassador informs Secretary Stimson that he has been instructed by his Government to say that it is very happy to associate itself with the United States Government to avoid a clash between Nationalist China and Soviet Russia, by invoking the Briand-Kellogg anti-war pact.

The Department of Commerce announces that the birth-rate in the registration area, exclusive of Massachusetts and Utah, declined to 19.7 per 1,000 of estimated population in 1928 from 20.7 in 1927, while the death-rate, during the same period, rose to 12.3 from 11.4.

July 22.—The North German Lloyd liner *Bremen* makes a new transatlantic crossing record of 4 days, 17 hours and 42 minutes. The old record of the Cunarder *Mauretania* was 5 days, 2 hours and 34 minutes.

Three convicts are killed in a riot of 1,300 prisoners in Clinton Prison, Dannemora, New York.

The United States Government receives formal assurances that China and Soviet Russia are pledged to the Briand-Kellogg anti-war pact and to avoid war except in self-defense.

Bishop James Cannon, Jr., says in a published statement that George W. Wickersham's suggestion to the Governors' Conference to modify the Prohibition law as a possible means of strengthening enforcement is "defeatism."

July 23.—Twelve hundred marines have been ordered home from Nicaragua, leaving approximately 2,300 on duty there, it is announced at the White House.

President Hoover announces that he will set up a commission of Army officers to determine what can be done to cut down military expenditures to conform with the world outlook for peace, and at the same time maintain adequate preparedness.

Dale Jackson and Forest O'Brine break the world's endurance flight record over St. Louis, Missouri, with the mark of 246 hours, 43 minutes and 32 seconds, and continue flying. The record is one hour longer than that achieved by Roland B. Reinhart and Loren W. Mendell.

Interfering with Nature.—The weary magistrate said, "Can't this case be settled out of court?"

"Jes' what we's trying to do, yo' honor, when the policeman interfered."—*Boston Transcript.*

• TEN YEARS AFTER •

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Domestic Economy Triumphant.—One argument in favor of bridge is that it has done away with the necessity for an attic to store junk in. We give it all away now as prizes.—*Boston Transcript.*

Taking His Medicine.—Magistrate—"And you were having words with your wife?"

Defendant—"Not with 'er, your honor, from 'er."—*Answers* (*London*).

Happy Thought.—Flapper—"What did Dad want to see you for?"

Nervous Suitor—"He wanted to know if my intentions were strictly honorable."

Flapper—"And are they?"—*London Opinion.*

Putting His Foot Down.—"Does Senator Flubdub ever take a decided stand on anything?"

"Yes, he's in favor of saving the dogwood."—*Louisville Courier-Journal.*

Live-Stock Note.—In Delaware the educational authorities have decided that the girl students must wear stockings to school. It made the children laugh and play to see the calf at school.—*Boston Herald.*

Charm of Silence.—Mr. Richman—"How do you like this place? Shall we buy it?"

His Wife—"Oh, it's perfectly lovely! The view from this balcony is so fine that it leaves me speechless."

"Then we'll buy it."—*Answers* (*London*).

Infighting.—The squad of recruits had been taken out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried it at 100. Not a hit.

" 'Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."—*Army and Navy Journal.*

Familiar Voice.—"Only yesterday," said Jones, who was discussing philanthropy, "I refused a woman a small sum of money, and in consequence I passed a sleepness night. The tone of her reproachful voice never left me for a moment."

"Dear me, indeed a kind heart! Who was the woman?"

"My wife."—*Denver Post.*

Through Rose-Colored Glasses.—The archbishop had preached a splendid sermon on the beauties and joys of married life. Two old Bridgets waddled slowly out at the close of the service.

"Ah, 'twas a fine sermon his riv-rince was after tellin' us."

"Indeed it was. An' I wish I knew as little about it as he does."—*Associated Magazine.*

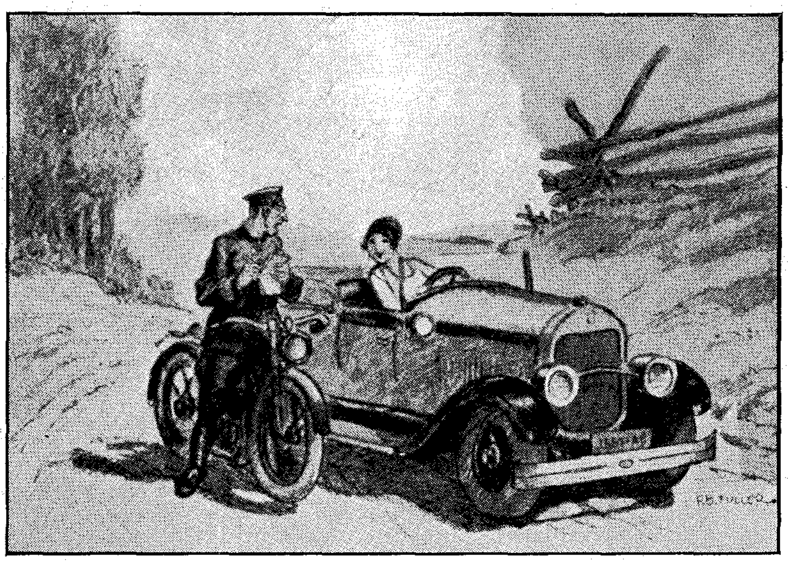
Revising Emerson.—"Let's see, how does that saying go: 'If a man make a better mouse-trap than his neighbor, the world will beat—will beat——' "

"Will beat him out of the patent, no doubt."—*Montreal Star.*

Hero by Proxy.—Two little boys came into the dentist's office. One said to the dentist, "I want a tooth took out and I don't want no gas because I'm in a hurry."

Dentist—"That's a brave little boy. Which tooth is it?"

Little Boy—"Show him your tooth, Albert."—*Texas Ranger.*



Cop: "Now, then, miss, wot's yer number?" "Hildale 897, Party J."

—*Judge.*

Knows His Ribs.—"Which do you like better, balloon tires or high-pressure tires?"

"I like balloon tires better."

"What kind of a car do you have?"

"I don't have any, I'm a pedestrian."—*Grinnell Malteaser.*

Famous Godfather.—Our linotype operator is having quite a time finding names for his twins. We suggested Etaoin and Shrdlu, both words being used quite often by linotype operators, and originated by them.—*Augusta* (*Kan.*) *Gazette.*

Lead-Pipe Cinch.—

Mabelle was a poetess,
But she married a plumber man.
"More cash in the pipes of a plumber,"
She says, "than the pipes of Pan."

—*Florida Times-Union.*

Ask Einstein.—"Do you understand exactly what a debenture is?"

"Not yet," answered Farmer Corntossel. "One of my reasons for pushing our boy Josh through college is the hope that he'll get smart enough to explain it to the family."—*Washington Star.*

Reward of Genius.—There was a story from the Middle West the other day about a poet who was washing dishes in a restaurant while awaiting the publication of a book of his poems. After it comes out, of course, he will probably be washing dishes in a restaurant.—*Boston Herald.*

SLIPS THAT PASS IN THE NIGHT

Careless Girl.—Found—A ladies wrist on the streets of Clara City.—*Minnesota paper.*

Beneficial Change of Scene.—His left thumb, which was shot away, is doing nicely.—*Chattanooga News.*

Probably Pork and Beans.—The marriage of the bright young man to the alert business woman, the stenographer, is likely to be happier and more satisfactory. The stenographer figures on living for life with the can of her choice.—*Boston Traveler.*

Knows His Stars.—Captain Roscoe Turner recently arrived in Oakland with plans for a proposed airplane route between Hollywood and Reno.—*Air Transportation.*

Wild Women.—The crash was heard by Mr. Sherwood, who rushed to the scene to find his favorite tree a victim of aunts, which had eaten the trunk in two.—*Valparaiso* (*Ind.*) *paper.*

There's Still Hope, Girls.—Wife Wanted—Youngest I can git I am 52 and worth as mutch as eny man my age in the good lordes site and about as white. So call or rite Jas. H. Tims Route 7 Meridian Miss. in care of R. I. Moffett and see who wil be the youngest wife. this ad good till maried.—*Quitman* (*Miss.*) *paper.*

Stiff Current.—

RIVER IS STARCHED
FOR SUICIDE VICTIM

—*Denver Post.*

Turning the Tables.—

FISH PLENTIFUL,
FIND ANGLERS
AT RED DEER

—*Calgary Morning Albertan.*

Female of the Species Answers Last.—Lost—A large German police dog, answers to name Jack, on Monday.

$100 Reward to any one who can tell me where I can locate my white Eskimo dog, who answers to the name of Ruth, dead or alive.

—*Ads in the same issue of a Woodbury* (*N. J.*) *paper.*

Try This on Your Saxophone.—City ambulance surgeon called to city ambulance surgeon at 7 o'clock this morning to treat a man who smashed a nose after practically demolishing his car by ramming it in the rear end while in a drowsy condition after driving all night from New Hampshire in broad daylight on Fairfield avenue.—*Bridgeport Post.*